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LAST PAGE.

63-2

Hongkong Daily Press.

ESTABLISHED 1857.

No. 17,254.

號四十五百二千七第

日一十二月七年丑癸

HONGKONG, FRIDAY, AUGUST 22ND, 1913.

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WEEK DAYS.		SUNDAYS.	
7.00 a.m.	to 8.00 a.m. ... Every 15 minutes.	8.00 a.m.	to 10.30 a.m. ... Every 15 minutes.
8.00	" 10.00 " " " 10 "	10.30	" 11.00 " " " 10 "
10.00	" 11.00 " " " 15 "	11.45	" 12.00 noon " " 15 "
11.30	" 12.45 p.m. " " 15 "	12.00 noon	" 1.00 p.m. " " 10 "
12.45 p.m.	" 1.15 " " " 10 "	1.00 p.m.	" 5.00 " " " 15 "
1.15	" 1.45 " " " 15 "	5.00	" 6.00 " " " 10 "
1.45	" 2.15 " " " 10 "	6.00	" 7.00 " " " 15 "
2.15	" 5.00 " " " 15 "	7.00	" 8.10 " " " 10 "
5.00	" 8.10 " " " 10 "		
NIGHT CARS.		NIGHT CARS.	
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.		8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.	
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Every Quarter-Hour.		Every Quarter-Hour.	
SUNDAYS.		SUNDAYS.	
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.		8.00 a.m. to 10.30 a.m. ... Every 15 minutes.	
10.30		10.30	
11.45		11.45	
12.00 noon		12.00 noon	
1.00 p.m.		1.00 p.m.	
5.00		5.00	
6.00		6.00	
7.00		7.00	
8.10		8.10	
NIGHT CARS as on Week Days.		NIGHT CARS as on Week Days.	
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[712]

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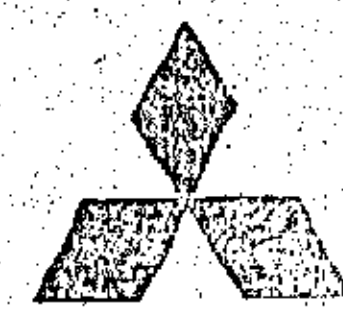
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[926]

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Hongkong, 21st May, 1913. [694]

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[22]

NOTICE TO CORRESPONDENTS.

ONLINE communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

MEARA—On August 15th, at Shanghai, to Mr. and Mrs. Edward I. Eiza, a son, POLLOCK—On August 15th, at Shanghai, to Mr. and Mrs. T. W. POLLOCK, a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 22ND, 1913.

The fact that so many of the leaders of the abortive revolution in China have sought refuge in Japan is invested with more than ordinary interest owing to the remarkable amount of sympathy and support shown for their cause in the Japanese Press. It would seem from the mass of information published in the Japanese papers concerning the arrival, one by one, of quite a large number of the leaders of the rebel movement, that the Japanese Government itself was but little disposed to admit them into the country, and the publication of a report on the authority of a Professor who had interviewed the Prime Minister to the effect that the Government had resolved to prohibit the landing of Chinese political refugees evoked quite a storm of protest in the Japanese Press. Though the Chief Secretary of the Cabinet contradicted this report, it may not be uninteresting to draw attention to some of the views which have found expression in the leading newspapers on the subject. The *Asahi*, for instance, declares that the Government did issue a prohibitory order against Sun Yat-sen, and only cancelled it when a strong protest was made by representative members of the

Japanese Nationalist Party. "A certain high official in the last Cabinet" is quoted by the *Hochi* as saying that the existing Peking Government has not yet been recognised by the Japanese Government, and the disappointed Chinese patriots who have fled from China are at liberty to remain in Japan if they wish to do so, and so long as they behave in an orderly way the Japanese Government has no right whatever to interfere with them. Any pandering on the part of the Government of Japan to the wishes of the Chinese Government or the Foreign Powers by way of preventing the Chinese fugitives from seeking asylum in Japan the *Hochi* declared could not be endorsed by any Japanese who have hearts to feel for others in distress. From the statement made by the Chief Secretary to the Cabinet we gather that the Japanese Government did not object to political refugees landing in Japan, but were determined that Japan should not be made by them a base for continuing their campaign of rebellion in China. "As a liberal reward is offered for the head of Dr. Sun," the Chief Secretary is reported as saying, "many assassins will follow him. The Government will protect his person and will not attempt to drive him out of the country, but cannot assist him in his political operations." The *Jiji* goes to the extent of warning the Japanese Government that it must notify President YUAN SHUN-KAI to cancel his rewards for the assassination of SUN YAT-SEN, HUANG-CHING and other principal leaders of South China, who are now taking refuge in Japan. There are indications, the paper says, that not a few persons are already in Japan bent on assassination in order to secure the tempting rewards offered for the heads of these refugees, and YUAN SHUN-KAI's offer is not only detrimental to peace and order in Japan, but is an insult to the country (1). And finally the *Jiji* declares that if YUAN SHUN-KAI continues to adopt such high-handed measures, the whole of the Japanese, some of whom are still supporting North China, will ultimately turn against him and give solid support to the South. Comments like these in newspapers of the front rank in Japan certainly lend a good deal of colour to the recent reports that the revolution had a Japanese backing—entirely unofficial, no doubt. It is noteworthy also that in discussing the general situation in China there is remarkable unanimity in the Japanese Press that Japan is now the dominant Power in Asia, and that it is time that, "in self-defence," as the *Hochi Shimbun* puts it, she should act independently of the other Powers. Exactly what "independent action" these publicists have in mind is not clearly revealed in any of the articles we have seen, but the general tone of the articles suggests that a policy on the part of Official Japan more in accord with the views of Dr. SUN YAT-SEN and his friends would be widely welcomed by the Japanese people. We do not know why it would be so. It certainly would not make for peace in China, and we have no doubt the Japanese Government perceives that clearly enough.

The promotion of Captain John E. C. Cranster, R.E., to be Major, is gazetted.

We are officially informed that quarantine restrictions imposed against Hoihow have been removed.

The Japanese Court at Kobe has granted the petition of Mrs. J. S. Happer for a divorce from her husband.

A Manila Court has fixed the amount of the bond for the release of the Swedish steamer *Nippon* at 210,000 pesos.

A man has been sent to the Hospital from Huihow suffering from injuries to one of his hands, caused by touching an electric wire.

To-day the inhabitants of Macao recall the taking of Passaleiro Fort by thirty-six brave soldiers under the command of the then Lieutenant Mesquita, whose daring feat is well-known in the history of Macao.

Japanese papers understand that the cable rates between Shanghai and Japan will, as a result of negotiations between the Chinese and Japanese authorities, be reduced by thirty per cent. from September 1st.

Lieut. T. A. Whyte, of the 42nd Co. R.G.A., Portsmouth, has been promoted to captain. He was appointed second-lieutenant in May, 1900, and got his second star in January, 1902. Before going to Portsmouth he was in Hongkong.

The Chinese partnership action which has occupied the attention of the Chief Justice for about 17 days is expected to finish to-day. In the Summary Court yesterday Mr. Justice Kemp heard further evidence in the claim brought by Ip Tsuk Sam against the Po Wah Insurance Company.

The 1st Battalion Duke of Cornwall's Light Infantry is to prepare a draft for the 2nd Battalion at Hongkong, to embark on September 27 next at Southampton, on which date also a reinforcing draft will embark to join the 2nd Battalion Gloucestershire Regiment at Tientsin.

Many in shipping circles in Japan and other Far Eastern ports will learn with regret of the death at Ibrox, Glasgow, of Mr. Jas. Taylor, a popular engineer in the service of the Nippon Yusen Kaisha for about fifteen years. Mr. Taylor served in the *Bingo-maru* on the run from Japan to London for about ten years, when he joined the *Atsuta-maru* as Chief Engineer. He was with this vessel until about two years ago, when he retired on account of ill-health.

At Coventry, England, on the 12th ultimo, William Church, who gave his address as late of Water Street, Yokohama, was charged with being concerned with the embezzlement of £1,000 from his employers, Messrs. Alfred Herbert, Limited, of London and Yokohama. Counsel for the accused claimed that inasmuch as the offence was committed in Yokohama, the English Courts had no jurisdiction in the matter, and therefore accused should be released. However, the accused was remanded for a week to enable the opinion of the Public Prosecutor to be ascertained.

THE GOVERNMENT.

HON. MR. CLAUD SEVERN SWORN IN AS OFFICER ADMINISTERING THE GOVERNMENT.

A *Gazette Extraordinary* yesterday notified that His Excellency Sir Francis Henry May, Knight Commander of the Most Distinguished Order of St. Michael and St. George, having left the Colony, the prescribed Oaths of Office were yesterday administered by His Honour the Chief Justice in the presence of the Executive Council to the Honourable Mr. Claud Severn, Colonial Secretary of the Colony, and that the Honourable Mr. Claud Severn thereupon assumed the Administration of the Government in virtue of His Majesty's Commission given at the Court at St. James' on the fourteenth day of October, 1903.

The following appointments by His Excellency the Officer Administering the Government were notified in the same special issue of the *Gazette*:

The Hon. Mr. A. M. Thomson to act as Colonial Secretary, with effect from this date.

Lieut. L. R. E. W. Taylor, Royal Garrison Artillery, to be Private Secretary and Extra Aide-de-Camp, with effect from this date.

Captain E. M. Conolly, Royal Horse Artillery (T.), to be Aide-de-Camp, with effect from this date.

The following officers to act as Honorary Aides-de-Camp, with effect from this date:—

Captain J. H. W. Armstrong, Hongkong Volunteer Corps.

Captain G. G. Wood, Hongkong Volunteer Corps.

Subadar-Major Muhammad Ali, Hongkong and Singapore Battalion, Royal Garrison Artillery.

Subadar Mul Singh, 125th Baluchistan Infantry.

THE PRESIDENTIAL ELECTION.

THE TERM OF OFFICE.

The Peking correspondent of the *N.Y. Daily News* called on the 13th inst.:

With reference to my recent message stating that there was a possibility of an early election of a President, it is interesting to learn that the Committee which is drafting the constitution has been busy formulating conditions relative to the election of the President. It has been decided that both Houses of Parliament shall constitute the people's Assembly, which shall elect the President. A plurality of two-thirds of an attendance of three-fourths of the members shall make the election effective. If the number of votes is not sufficient, a second election may be held. If the second election does not give the required plurality, the names of the two candidates receiving the most votes shall be put up and the one obtaining the majority of votes shall be the President.

The period of service shall be six years, and a candidate shall be eligible for re-election after an interval of one term. These conditions must necessarily receive the approval of both Houses.

At this afternoon's meeting of the Changyiyuan, a Bill was brought forward proposing that a date be set for the election of the President.

While the question was being discussed whether it was possible to elect a President before the constitution had been drafted, many members deliberately walked out, leaving the sitting without a quorum.

It is stated that in connection with the renewal of the contract for the carriage of the Indian mails, the Postmaster-General, in conjunction with the Government of India, is considering the possibility of providing a service of two mails a week. The renewal of the contract with the P. and O. Company comes under consideration this year, and an extension of 19 months has been given in order that full deliberation regarding terms may be enabled.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN THE BALKANS.

THE POWERS AND TURKEY'S ADVANCE INTO THRACE.

LONDON, August 21st.

The Powers are in consultation in regard to further representations to Turkey on account of her advance into Thrace, but nothing is known in London of a confirmatory nature.

The belief is expressed in Sofia that the Powers are concerting measures to compel Turkey to keep out of Thrace.

A message from Constantinople states that several Embassies have drawn the attention of the Porte to the reports of a Turkish advance beyond the Maritza line.

The Russian Ambassador interviewed the Grand Vizier on the question this afternoon, and the Grand Vizier, while denying Turkey's intention to occupy territory beyond Maritza issued orders in the presence of the Ambassador immediately to recall any troops happening to have crossed the frontier.

PANIC AT DEDEAGATCH.

The report that the Bulgarians intended to reoccupy Dedegatch on Friday has caused a panic among the inhabitants, many of whom are abandoning the town.

The Foreign Consuls have applied to their Embassies to despatch warships for the protection of foreign interests.

The reoccupation is actually expected to take place on the 28th instant in the presence of the Foreign Military Attaches whom Bulgaria has invited with the object of forestalling atrocity stories.

A COMMITTEE OF INVESTIGATION.

The Carnegie International Peace Foundation has appointed a Commission to investigate impartially the massacres in the Balkan States and the economic consequences of the war.

THE UNITED STATES AND MEXICO.

CORDIAL NEGOTIATIONS BETWEEN PRESIDENT HUERTA AND MR. LIND.

LONDON, August 21st.

The Mexican Government has intimated to all the Legations that negotiations between Mr. Lind and President Huerta are continuing cordially.

MEXICAN EX-PRESIDENT LEAVES FOR JAPAN.

LONDON, August 21st.

M. Felix Diaz, the ex-President of Mexico, sails to-day from Montreal to Liverpool en route to Japan.

THE RE-CAPTURE OF HARRY THAW.

THE CANADIAN AUTHORITIES IN A DILEMMA.

LONDON, August 21st.

The Canadian authorities have some difficulty about Harry Thaw—whether to deport him as an undesirable, transfer him to the American police as an escaped criminal lunatic, or allow extradition proceedings to be instituted. Thaw is determined to fight the case to the last, and a long legal struggle is anticipated.

SPLENDID CROPS IN CANADA.

LITTLE DAMAGE BY THE STORM.

WINNIPEG, August 21st.

The crops are splendid, and the higher grades yield heavily. The damage by the storm was slight.

DEATH OF A FRENCH STATESMAN.

PARIS, August 21st.

The death is announced of M. O. E. Olivier, who was French Prime Minister at the opening of the Franco-German war.

BRITISH OLYMPIC SPORTS.

LONDON, August 21st.

Sir Alfred Northcliffe has contributed £2,000 and the *Times* newspaper £500 towards the British Olympic Fund.

OBITUARY.

LONDON, August 21st.

The death is announced of Mr. Frederick Cox, senior partner in the well-known banking house of Messrs. Cox & Company.

AN ECHO OF THE DESY TRIAL.

PREMIER AND MARQUIS CROSS SWORDS.

BUDAPEST, August 21st.

The Premier of Hungary, M. Tisza, fought a duel with swords with Marquis Pallavicini, the latter having charged the Premier with seeking to influence witnesses in the trial of an Opposition Deputy named Desy, who was acquitted on charges of libelling M. Lukacs, the ex-Premier; and also of corruptly using large sums advanced by banking and other institutions for the Government's electoral campaign.

Both men were slightly wounded on the head. Afterwards, the combatants became reconciled.

UNPRECEDENTED AIRSHIP FEAT.

LONDON, August 21st.

Home papers give prominence to the unprecedented feat of the new Army airship *Eta* towing, with 600 feet of cable, a smaller disabled airship a distance of fourteen miles from Odham to Farnborough.

PUGILIST JOHNSON NOT WANTED IN LONDON MUSIC HALLS.

LONDON, August 21st.

There is a swelling chorus of protest against the announced appearance of Pugilist Jack Johnson at the Euston and South London variety theatres on Monday, after his white slave conviction in America.

The *Daily Mail* has inquired the views of a number of prominent music hall proprietors, most of whom disapprove his appearance.

AVIATOR'S ACHIEVEMENT.

SUCCESSFUL DROP FROM MONOPLANE BY PARACHUTE.

LONDON, August 21st.

M. Pegoud, a French aviator, on Tuesday evening dropped by parachute from a monoplane at Chateaufort Aerodrome when a thousand feet up. He landed without as much as a scratch, and the aeroplane came to earth a hundred yards away.

ENGLISH COUNTY CRICKET.

LONDON, August 21st.

Hampshire beat Somerset at Portsmouth by seven wickets.

Yorkshire beat Essex at Bradford by an innings and 48 runs.

Surrey drew with Middlesex at Birmingham.

Kent beat Leicestershire at Canterbury by 284 runs.

Worcestershire beat Lancashire at Dudley by five wickets.

TRAGEDY AT NUNOBIKI FALLS, KOBE.

CHINESE FAMILY DROWNED.

On the evening of the 10th instant, Nakamura Kamezo, a Kobe waterworks coolie, reported to the police that he had discovered the bodies of three Chinese and a boy who had been drowned in the Namida-ga-taki (tear waterfall), a secluded spot between the Otaki (male fall) and Metaki (female fall), Nunobiki, Kobe. Some policemen and a police doctor at once proceeded to the waterfall and took charge of the bodies.

Meanwhile the tutor employed by the Liao Fu-peng family, living at No. 20, Shimoyamato-dori, 4-chome, who was searching for his pupils, heard of this gruesome discovery, and hurried to the spot, followed by the Liao household. Mrs. Liao identified the bodies as those of her three daughters, eighteen, seventeen and sixteen years old. The bodies were conveyed to the bereaved parents' house. It is believed that the boy entered the basin of the waterfall to bathe, as his body was naked, and that the girls must have jumped in to try and save him from drowning.

Mr. Liao is at home in China, while Mrs. Liao came to Kobe in May last year, with five daughters and one son, to have them educated in this country.—*Japan Chronicle*.

At a recent dinner in New York, Professor Alfred E. Stearns told this story in illustration of a point in his speech: "In Orange in my childhood I once complained of the difficulties of spelling. I said that 'ei' and 'ie' in such words as 'believe' and 'receive' always stumbled me. Then a man patted me on the head and smiled and said: 'My boy, I will give you an infallible rule of "ei" and "ie"—a rule that in forty-seven years has never failed me. I expressed my delight and waited. The man resumed: "The rule is simply this: Write your "i" and "e" exactly alike and put your dot exactly between them."

THE MAGISTRACY.

HAWKING CHINESE WINE.

Sergt. Brown charged two Chinese with hawking Chinese wine among the people at Yauwani Bay. Each was fined \$25, or a month in default.

A SWEDISH SEAMAN IN TROUBLE.

Karl Jensen, a Swedish seaman, at present out of a billet, was charged by Inspector Dymond with refusing to pay a risha fare and with acting in a disorderly manner. On the first charge the man was ordered to pay 50 cents compensation, and on the second he was fined \$5, or seven days' hard labour.

RAILWAY EMBEZZLEMENT CHARGE.

The statement in the *Daily Press* yesterday that Mr. Percy Smith sat with his Worship to advise him with regard to the accounts in this case was incorrect, the fact being that Mr. Percy Smith, having private personal business with the Magistrate, was asked by the Magistrate, with his usual courtesy, to sit beside him, until the business of the Court was concluded.

THE MAXIMUM PENALTY.

Before Mr. F. A. Hazeldan, a Chinese was charged with being in unlawful possession of a revolver and 200 rounds of ammunition. An officer told his Worship that the revolver was found concealed in the back of the man's trousers and the ammunition was sewn up in the pockets of an overcoat. His Worship imposed the maximum penalty, \$250, or three months' imprisonment.

NO RECEIPT STAMP.

The Sing Lee Company were charged before Mr. Melbourne with failing to stamp a receipt. Mr. Willson, of Messrs. Stephens & Willson, who appeared for the defence, pleaded guilty to the offence, but desired to explain the circumstances. The firm had appointed a new accountant and through sheer inadvertence the affixing of the stamp in this particular case was overlooked. His Worship would see that all the other receipts in the book were duly stamped. He submitted a nominal fine would meet the case. Defendant was fined \$5.

THE ALLEGED EMBEZZLEMENT BY A GOVERNMENT CLERK.

The hearing was continued before Mr. Melbourne of the case in which Alim Khan, a former clerk and interpreter at the Supreme Court and now employed at the Post Office, stands charged with embezzling various small sums of money. Mr. H. A. Nisbet, the Registrar of the Supreme Court, cross-examined by Mr. F. C. Jenkin, who appears for the defence, said that since the last hearing two more of the missing files had been unearthed, making four now found since the beginning of the case. Witness had no idea that defendant had been in the habit of receiving probate fees in advance, but it could be seen from the files that he had been so doing. The case was again remanded.

DECEITFULING THE REVENUE.

Before Mr. C. D. Melbourne, Sergt. Caygill charged three rishas coolies with using private rishas for public purposes, and with defrauding the revenue. The officer told his Worship that the three defendants owned rishas and let them out to Europeans in Kowloon for a certain amount a month. The first defendant had three masters—Mr. Xavier, who paid him \$3, a friend of that gentleman, who paid \$6, and Mr. Tulip, of the Kowloon School, who paid \$10. The second man was engaged by Mr. Dobbs, who frequently had business in Court, and he paid \$15 a month. Mr. Gonsalves engaged the other man, paying him \$5. The Europeans denied owning the rishas, declaring that they belonged to the coolies. The fee for a public vehicle licence at Kowloon was \$12, and the men must be licensed themselves. The rishas were not very valuable, and seemed to have been sold at the Central Police Station some time ago. Each of the defendants was fined \$5.

NON-SMOKING ROMANCE.

A romance which began at Palm Beach, Florida, has led to the marriage at St. Louis, of Mr. Charles Squier, a rich broker, of New York, and Miss Olive Rae, one of the younger leaders of society in St. Louis.

An American paper says it all came about because Miss Rae declined to smoke a cigarette, and expressed a dislike of seeing women smoking. This incident, which happened on an hotel balcony at Palm Beach, so impressed Mr. Squier, who overheard Miss Rae, that he sought an introduction, and the acquaintance grew into a courtship.

The marriage was celebrated at the Buckingham Hotel, and with some of the more extravagant weddings for which New York and Chicago are renowned. One hundred and fifty canary birds joined the orchestra in providing music, and during the ceremony hundreds of butterflies were released and flew over the heads of the guests.

Special apartments in the hotel were decorated with new furniture and beautiful flowers especially for the wedding. While among the gifts of the bridegroom to his bride were a \$5,000 diamond necklace, several other jewels of great value and a motor-car.

HAMBURG LETTER.

[SPECIALY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, July 30th.

THREATENING END OF A SHIPPING POOL.

There is little of interest to report this week, unless it be the fact that differences have arisen between the Hamburg America Line and the Norddeutsche Lloyd in Bremen with regard to their respective shares in the passenger traffic of the North Atlantic shipping pool, which may eventually prevent a renewal of the combine at its expiration on December 31 of the present year. The allotment was made in 1891, when the Norddeutsche Lloyd took the lead with two to three regular express boats a week, whilst the Hamburg company was still on the threshold of its mighty expansion. Since then things have changed and the Hamburg line claims a revision of the agreement, alleging that now the *Imperator*, the largest steamer in the world, has commenced its regular service between this port and New York, to be followed in due course by two more boats of the same size, the capital invested by the Company on that line is many times greater than that employed by the Bremen company for the purpose and entitles it to a large quota in the traffic, a clause in the original agreement, which was subsequently annulled by desire of the Norddeutsche Lloyd, having provided for changes of that kind. Moreover, the Hamburg America Line asserts that a renewal of the North Atlantic ship pool basis would not be in the interest of the continental members, since, owing to the withdrawal of the Canadian Pacific and the Allan Line, they will already in the present year be obliged to hand over large amounts to the English companies for which under the existing agreement they are receiving no equivalent. A redistribution has therefore become imperative. It is further argued that whereas Bremen in the beginning devoted her efforts almost exclusively to the American traffic she has since extended her operations in other directions as well, obtaining a portion of the carrying trade with South America, East Africa and the East, an understanding having been arrived at between the two companies with regard to the latter, according to which the Norddeutsche Lloyd took charge of the imperial mail service and the passenger traffic, whilst the Hamburg America Line turned its attention chiefly to the conveyance of cargo. This by mutual desire will be discontinued after October 1st, 1914, both companies sharing in the passenger traffic as well as in that of goods. The Norddeutsche Lloyd in an article in the *Weser Zeitung*, to which the foregoing is a reply, had stated that it was neither the amount of capital invested in a certain service nor the aggregate number of ships owned by a company that should determine the apportionment, but the actual amount of business carried on; for if the tonnage were to be the standard every new steamer put into commission would have to be taken into account and changes would be incessant. They had three large steamers now in the course of construction which, once finished, would bring their tonnage engaged in the North American trade up to that of the Hamburg Line.

THE SHIPBUILDERS' STRIKE.

The strike in the Hamburg shipbuilding yards has spread to Kiel, Stettin, Bremen, Vegesack and Geestemünde in spite of the disapproval of their leaders and the unqualified condemnation of the central committee of the metal workers in Berlin, who have convened a meeting of their members for August 8th to further consider the matter. In the meantime the local committees have found themselves obliged to rescind a former resolution and to grant strike pay, which shows that here, as in so many other places, the leaders have lost all control over their men.

LABOUR TROUBLES AT JOHANNESBURG.

The news from Johannesburg with regard to the labour troubles there is very bad; the men having refused the concessions offered by the mine owners, or rather imposed upon them by the Government. A general strike in which the railwaymen are expected to join is threatened for the beginning of next month, and although the exact date has not been allowed to transpire, August 4th is supposed to be the day fixed for the cessation of work. Everybody is reported to be laying in stores for fear of communication with other places being interrupted. The situation is rendered more serious by signs of unrest amongst the natives, the police having seized a quantity of seditious publications in the native languages which were being distributed amongst them, whether by the strikers or others has not been ascertained so far. The effect of this on trade has been to stop all business out there and to make exporters on this side delay their shipments.

THE BALKAN SITUATION AND THE MARKETS.

Affairs in the East, on the other hand, have assumed a more promising aspect, at least the meeting of the delegates of the Balkan States in Bucharest to-day is interpreted in that sense by the Press generally, and the stock markets display greater firmness. Turkey, however, in defiance of the protests of the Great Powers and emphatic warnings on the part of Russia and Austria, refuses to evacuate Adrianople and persists in her demands for a rectification of the boundary line laid down in the Treaty of London a few months ago.

THE COST OF THE WAR TO EUROPE.

What the war has cost Europe directly and indirectly it is impossible to estimate even approximately. Monsieur Edmond Théry, the well-known writer on economical subjects, has just published an article in the *Economiste Européen* showing the depreciation in the value of French securities since the first of January of this year. He includes 162 of the best and most important ones of an aggregate face value of 60 milliard francs. On December 31st, 1912, when the war had already been going on for some time, they were worth about 50,260 million francs, and on the 30th of June last only 53,343, a decline of 2,417 millions in the course of six months, of which 1,340 was on French Rente and 534 on railway bonds guaranteed by the Government. The entire loss from the beginning can therefore scarcely have been less than three milliard francs on French investments alone, whilst it is of course impossible to ascertain the amount of foreign securities held in France. As other countries must have suffered in a like manner the general want of confidence and lack of enterprise is not surprising.

TRADE PROSPECTS.

The renewed outbreak of internecine war in China is a further depressing factor. Business consequently continues slack with the exception perhaps of the woollen industries, the only encouraging accounts coming from Russia, where the prospects of an abundant harvest are acting as a powerful stimulus to trade. The quantities of goods of all kinds and descriptions that are being forwarded to Nijni Novgorod for the fair are so great that inland freights have advanced 20 per cent. The cotton printing works in the Moscow district are reported to be working double shifts, but this may be partly owing to the strike of 60,000 operatives in Lodz and neighbourhood, the Polish spinning centre. There is no sign of an improvement in Austria-Hungary, the country that has been most affected by the war; it may be mentioned in illustration of this that a reduction of 40 per cent. in the output of the cotton mills has not proved sufficient to raise the prices of yarns to a level that will cover the cost of production.

TO SAVE ONE MINUTE.

£70,000 EXPENDITURE AT EARL'S COURT.

A sum of £70,000 to save one minute! That is the expenditure which the District Railway has undertaken at Earl's Court. When the work is completed towards the end of the year, no fewer than 100 trains per hour—fifty in each direction—will be run through Earl's Court, a record in transportation anywhere.

For many years, says *The Evening Standard*, the District Railway has suffered from the fact that the up-Putney and the down-Hammersmith lines cross each other at Earl's Court, rendering fast working an impossibility. Briefly, the work now in hand involves the carrying of one line by means of tunnels under the other, so that there will be no interference to fast traffic. When the improvement is completed, at least one minute will be saved in the working of every train that passes Earl's Court. In addition, the working of the non-stop trains will be facilitated, as some of the existing curves will be straightened out, and speed will be higher. Additional lines, also, will be brought into use as an extra down-line to West Brompton and an extra up-line to keep the working of the North-Western steam trains apart from the district electric service. The work was started last November, and was due to be completed by October next. Owing to the difficulty of getting material, the completion of the improvement will not be carried out before December.

So far, the up-Putney line is complete except for the laying of the permanent way; and the down-Hammersmith line is also completed as far as it runs near the exhibition grounds. At the present time it is being driven under the West London Railway, and one of the two tunnels which are well-known to regular passengers between West Kensington and Earl's Court will be pulled down and the space taken up by a girder structure. With the up-to-date character of the signalling appliances already installed at Earl's Court, it is estimated that the station when the latest improvement is in operation will be one of the busiest in the world.

LANGKAT.

The following circular dated August 16th is issued over the signature of Messrs. John Prentice and W. S. Jackson, directors of the Langkat Company:—"When we published the output for the month of July we thought it was only right to inform you that, in the opinion of Mr. Chapman and Mr. Moon, the output is likely to decline further and they consider it quite impossible at present to say when it may be expected to improve. In consequence of this information it has been decided not to pay a third interim dividend at present. By the time that it is necessary to consider the question of paying a dividend in December we shall be in a position to judge fairly accurately what the result of the year's working has been. It is impossible to say yet whether we shall be able to pay a dividend then, as so much depends on the output between now and October 31st next."

COMPANY PROMOTION.

UNTRUE STATEMENTS IN A PROSPECTUS.

DIRECTORS' RESPONSIBILITIES.

In the High Court, Mr. Justice Astbury recently decided that the directors of the Ankobra Rubber Estates (Limited) were liable to pay compensation to a subscriber for shares in the company for a loss suffered by him through untrue statements in the prospectus.

According to the report in *The Times*, of July 15, the company was registered in 1910, with a capital of £50,000, divided into 500,000 shares of 2s. each to acquire and exploit a rubber concession in the district of Axim, in West Africa. The prospectus was issued on April 23, 1910, and contained the following statements, which the plaintiff complained of as untrue—that the concession was a rubber concession; that the concession was bounded by the Mumfry and Ankobra rivers, near the village of Moussa; that it comprised over 3,300 acres of rubber; that the company's property had the advantage of the security of title afforded by registration in the British courts of the colony; that a report on the property had been obtained from Mr. R. G. Rogers, F.R.G.S.; that the concession contained a large number of Funtumia rubber trees ready for tapping; that the concession was in the heart of the mahogany country and that experts spoke very highly of the timber on the property; that logs could be transported to the coast at a trifling cost; that the property was held on leases for 99 years from June 20, 1901, at a rent of £12 while operations were being carried out, and that this lease had been duly registered. This prospectus was signed by the defendants, W. H. Peach, J. R. Cort, A. J. Gordon Field, and W. Geipel, as directors of the company.

The plaintiff, upon the strength of this prospectus, subscribed for 1,000 shares in the company, and had paid £100 for them.

Mr. Micklem, K.C., opened the case on behalf of the plaintiff. According to the evidence, the prospectus was originally prepared by the promoter of the company, one Burton, and related to a different property from that which was eventually purchased. When this became known Mr. Geipel refused to have anything further to do with the company, but was eventually prevailed upon to continue as director, being assured by Mr. Peach, Mr. Cort, and the promoter's solicitors that the new concession, called Gamaka, was a larger and better property. The report alleged to have been made by Mr. Rogers related to the first property, but it was then adapted with slight alterations to suit the Gamaka property and signed by Mr. Rogers. The defendant Field, however, was not aware of this alteration.

The defendants in their statement of defence and by their evidence alleged that they had acted reasonably and honestly in reliance on the report of an expert (Mr. Rogers), and that they were therefore entitled to the protection given by section 84 of the Companies (Consolidation) Act, 1908.

Mr. Micklem, K.C., in reply said that no fraud was alleged against the defendants, but it was plain that they had issued the prospectus without making proper inquiries. Although some of the statements in the prospectus might be literally true, the defendants would still be liable if they conveyed a misleading impression to those who read the prospectus—Greenwood v. Leather. Shod Wheel (1900, 1 Ch. 421). Section 84 of the Companies (Consolidation) Act, 1908, gave protection to directors who had made statements on the authority of an expert, but it must be shown that they had reasonable ground for believing that the expert was competent, and that had not been done.

THE JUDGMENT.

Mr. Justice Astbury found that the statements referred to in the prospectus were false, except as regards registration of the Company's property and of the lease in the British courts of the colony. With regard to this latter statement, the prospectus it was questionable, but he did not hold it to be untrue. There was no justification for saying that the property was a rubber concession, except that the defendants were so assured by the promoter. It was said that the defendants had acted reasonably in relying on the report of Rogers, who was an expert. All that the defendants had done was to ask the solicitor to the promoter whether legal matters in connection with the property were in order. It was impossible to say that directors could be relieved of their responsibility under section 84 of the Companies (Consolidation) Act, 1908, by merely accepting the statements of the promoter to the company or his agent. The statement that the property was bounded by the Ankobra River, which was convenient for transport, rested on the same ground. It was noticeable that Rogers's report was headed "Report upon Gamaka property," and that report was circulated with the prospectus, but from evidence and from the contents of the report there would be no doubt that these words did not form part of the original document, but were part of a document prepared by the promoter or the directors. The only justification for the defence that the directors had reasonable grounds for their belief in the statements referred to was that they were confirmed by Mr. Cort and that they were confirmed by Mr. Cort and that they were confirmed by Mr. Cort and that they were confirmed by Mr. Cort.

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reasonably in relying on statements by interested persons. They had no reasonable ground for honest belief such as a prudent man would exercise in his own affairs. The defendants must pay such sum in compensation as might be found due to the plaintiff on inquiry, and the costs up to the date of the order. Leave to appeal within 14 days was given.

CHINESE CHARACTERISTICS.

NEW OFFICIALS MORE CORRUPT THAN THE OLD.

A writer in the *Manchester Guardian*, in the course of an article on "China of To-day," observes:—"The Chinese are alone among nations of the earth in detesting violence and cultivating reason. Their instinct is always to compromise and save everybody's face. And this is the main reason why Westerners despise them. The Chinese, they aver, have 'no guts.' And when hard pressed as to the policy of the Western Powers in China they will often quite frankly confess that they consider the West has benefited China by teaching her the use of force. That this should be the main contribution of Christians to Pagan civilisation is one of the ironies of history. But it is part of the greater irony which gave the Christian faith to fundamentally instincts and convictions were and are in the most radical antagonism to its teaching."

Though, however, it is broadly true that the Chinese have relied on reason and justice in a way and to a degree which is inconceivable in the West, they have not been without their share of original sin. Violence, anarchy, and corruption have played a part in their history, though a less part than in the history of most countries. And these forces have been specially evident in that department to which Westerners are apt to pay the greatest attention—in the department of government. Government has always been less important in China than in Western States; it has always been rudimentary in its organisation; and for centuries it has been incompetent and corrupt. Of this corruption Westerners, it is true, make more than they fairly should. China is no more corrupt, (to say the least) than the United States or Italy or France, or than England was in the eighteenth century. And much that is called corruption is recognised and established "squeeze," necessary, and understood to be necessary, to supplement the inadequate salaries of officials. A Chinese official is corrupt much as Lord Chancellor Bacon was corrupt; and whether the Chancellor ought properly to be called corrupt is still matter of controversy. Moreover, the people have always had their remedy. When the recognised "squeeze" is exceeded, they protest by riot. So that the Chinese system, in the most unfavourable view, may be described as corruption tempered by anarchy.

And this system, it is admitted, still prevails after the Revolution. Clearly indeed it cannot be extirpated until officials are properly paid; and China is not in a position to pay for any reform while the Powers are drawing away an enormous percentage of her resources by that particular form of robbery called by diplomats "indemnity." The new officials, then, are "corrupt" as the old ones were, and they are something more. They are Jacobins. Educated abroad, they are as full of ideas as was Robespierre or St. Just; and their ideas are even more divorced from sentiment, tradition, and human feeling. A foreign education seems to make a cut right across a Chinaman's life. He returns with a new head, and this head never gets into normal relations with his heart. That, I believe, is the essence of Jacobinism: ideas working with enormous rapidity and freedom unchecked by the fly-wheel of traditional feelings.

KING ALFONSO'S LEGACY.

The extraordinary will case which is being tried at St. Gaudens, and in which King Alfonso XIII. figures as sole legatee of a French millionaire, has, as is well known, been going on for some time, and seems now on the point of coming to a termination. The Public Prosecutor has concluded in favour of maintaining the will. This is, of course, not a decision of the court, but it may mean a great deal in the final judgment, as in such cases the Public Prosecutor's opinion is of considerable importance. The case is very peculiar. M. Albert Sapene, a resident of Montauban-de-Luchon, possessed a fortune of more than three million francs. He left a near blood relative, but during the greater part of his life he lived apart, and when he made his will he disinherited his relative. Various reasons are given for his having chosen the King of Spain as his sole or principal legatee. It is said that he admired the young Sovereign, whom he saw on several occasions, and the money, besides, is left for special purposes. He died some two years ago in a lunatic asylum at Bracquerville. It is not quite proved that he was insane when he died, but, according to the Public Prosecutor's opinion, he certainly was not insane when he made the will. It has, at least, not been proved. The natural heir, however, made insanity the basis for attacking the will, and the fact of the testator having died in an asylum seemed at first sight to justify the stand taken. The Public Prosecutor, who gave his opinion before the civil tribunal of St. Gaudens, admitted that it might appear that M. Sapene was partially insane, and that he also had lucid intervals, and there is nothing to prove that he did not enjoy the full use of his mental faculties at the time that he made the will. The court will shortly make its decision known.

A current United States Consular Report issued from Washington says:—"Japanese toys are rapidly supplanting those made in Germany in many of our departments," states a large importer of toys in London. "Thousands of gross of toy Union Jacks are made in Japan, and also the majority of the small nodding animals, jumping rabbits, and other novelties."

THE MARRIAGE SYSTEM A WICKED GAMBLE.

A LONDON MAGISTRATE'S VIEWS.

The reform of the Divorce Law was discussed at a meeting of the Actresses' Franchise League at Portman Rooms, and Mr. Plowden, the well-known Metropolitan magistrate, who attended by special invitation, described the present system as a disgrace to civilisation.

Miss Gertrude Kingston, who presided, after mentioning that she was a widow, expressed disapproval of easy divorce, because when a person first discovered deception the first outburst of disappointed affection might result in a too hasty action. If a woman obtained a divorce in May she might realise her mistake in July, and think that it would have been best to forgive instead of being robbed of the opportunity of bestowing upon a husband that care and attention that a good wife desired to bestow.

Mrs. Ben Webster expressed the view that divorce was the only remedy for a miserable marriage, and deplored the fact that people so often applied to an unhappy union the oft-repeated expression, "She has made her bed and must lie on it." In any other partnership there could be a dissolution, but many held that a distressed woman should allow her happiness to be ruined, and not remake a bed made when she was too young to know herself and realise what marriage entailed.

Mr. Plowden said legislation to extend the grounds for divorce was bound to come. He had authority to say that a bill had been drafted to carry into action the proposals of the Majority Report of the Commission. The bill was in the capable hands of Sir David Brynmor Jones, and he believed it was laid on the table of the House of Commons the previous day.

No feverish agitation was required—no mammoth demonstrations in Hyde Park, not even the destruction of a single windowpane. What was required were a few penetrating lines in a short Act of Parliament, and there would be lifted an immense load of misery from thousands of homes which were at present rent asunder by conjugal strife.

DIVORCE BY MUTUAL CONSENT.

Referring to his police-court experience of separations, he said it was his sympathy with the poor that caused him to take an interest in the divorce question. "I live amongst the poor," he added, "and I don't believe a more patient and more long-suffering class are to be found than in the slums and alleys of London."

In many cases, he continued, separations led women to the gutter or workhouse through no fault of their own. What was wanted was not medicine, but a surgical operation. When a woman discovered that she had married a drunkard who terrorised her, or her partner became a lunatic, some people held that she should be bound to him, "because the sanctity of the tie forbade divorce!" Others said: "Whom God hath joined—"

But he was not going to confound God with a curate. (Laughter and cheers.) He would rather say: "Whom God has joined let man keep together." Besides holding that divorce should be granted by mutual consent, he would like to see no marriage legal unless it was performed before the registrar.

Without divorce, marriage—at the best an experiment—was reduced to a wicked gamble, for it punished the innocent. That a couple whose confident hope of a happy union was replaced by a decision after marriage that they were not suited, could not break the fetters which they had innocently forged was a cruel barbarity and a positive disgrace to civilisation.

The most happy-go-lucky marriage system on the face of the earth exists in Burma, where the Burmese ladies, the greatest freedom in their choice of a husband. No obstacle is ever put in a young girl's way by her parents or other members of the family when once she has made up her mind to marry. So long as the suitor is capable of supporting his prospective wife, that fact is invariably deemed to be a sufficient guarantee of eligibility. The Burmese girl's taste in the matter of a husband is very catholic, and Hindus, Mahomedans, Pundjabis, Singalese, Malay, Chinese, Japanese, and termination. One very marked feature in respect of the Burmese female is that, although she is ready and willing, at the shortest possible notice, to marry a man of any nationality under the sun, yet she seldom or ever leaves the country of her birth—even after a lapse of 20 or 30 years of married life, and the possession of numerous offspring. This is a marked peculiarity of the Burmese woman and is altogether unexplainable. Very few Burmese women are to be seen abroad.

EARTH-SLIDES ON THE PANAMA CANAL.

The frequency of slides on the Panama Canal is causing some concern to the engineers, as no sooner is the debris caused by one slide removed than the earth again moves, and thousands of tons are thrown into the excavation. The last number of the *Canal Record*, which is the official journal of the Canal Commission published on the Isthmus, refers very frankly to these movements, and shows the concern felt. In the great Culabra cut the railway lines used to carry the excavated material have been buried, and in the Cucaracha cut only one through line is in service.

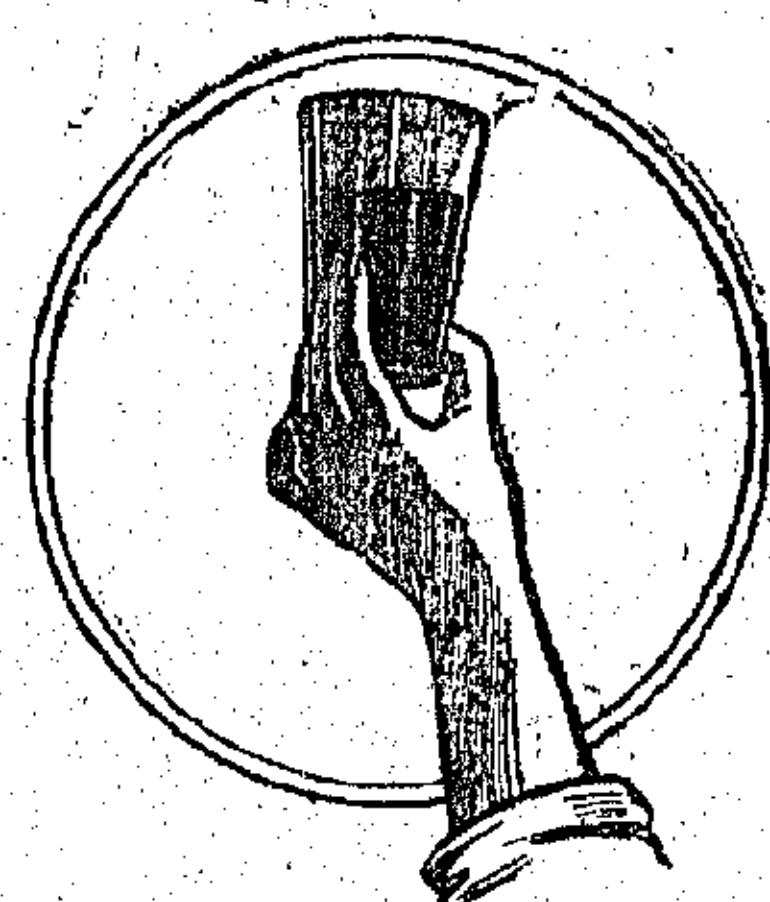
"The whole slope is in motion," the *Record* says, "and some cracks have developed farther back on the hill. The rock shoulder in the centre of the face line of the slide, which gave way under pressure a few months ago, is moving the remainder of the mass, and is now about eighty feet west of its original position. In some of the slides, where the shovels are working close against a high bank of loose material, the work is attended with a certain amount of peril on account of the danger of a sudden landslide. The engineer and the crane-man are kept constantly on the alert for signs of danger, and back their machines away from the spot at the first manifestations."

SUNDAY GAMES.

Says the *Pall Mall Gazette*:—"The chief reason which led the London County Council to refuse permission for Sunday golf in Hainault Forest was apparently the fear of being accused of class favouritism. If golf is allowed in one open space, the argument ran, why not Sunday cricket and football on another? And if the parks are to be filled with the sports of impetuous youth, what about the working man's quiet Sunday afternoon stroll with his wife and family? The real question appears to be one of practical arrangement according to the circumstances of each particular locality, except for those who still take the diminishing view that all Sunday recreations except loafing are immoral. Where games would interfere with the general pleasure of non-athletic park patrons, that is a sound reason for not permitting them. Where there is room for cricket or golf without inconvenience to those who prefer to hear the band or the Socialist orator, it seems only promoting the cult of what Mr. Stewart Headlam calls 'artificial sins,' to interpose a veto. Organized games would be a vast improvement upon the dawdling idleness in which so large a portion of juvenile London passes the first day of the week. Those who wish to keep the golfer out of Hainault have doubtless the best of motives, but the idea that they are acting as the moral saviours of potential park cricketers is a gross delusion."

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S

"WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

11, QUEEN'S ROAD CENTRAL.

HOWARD WATCHES.

THE AMERICAN WATCH.

OF FINEST QUALITY AND HIGH PRECISION

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD

WATCH IS FIXED

AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE

THE SOLE AGENTS: CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 32. Telephone No. 12.

Telegraphic Address: "Press."

Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

WE have OPENED our OFFICE on the 2nd Floor of Nos. 16-22, QUEEN'S ROAD CENTRAL, and have authorized MR. SHUKH EBRAHIM ISMAIL to Sign our Firm.

S. C. ISMAIL & Co.

Hongkong, 22nd August, 1913. [994]

G. R.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JOHN AMMATH COLLISS, late of Austin Road, Kowloon, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 20th day of September, 1913.

Creditors and Claimants are hereby required to send their Claims to the Underigned by the above date.

Dated this 21st day of August, 1913.

HUGH A. NISBET.

Official Administrator.

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 22nd August, 1913. [995]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

S.S. "SAN ONIA"

FROM PUGET SOUND, PORTLAND AND VANCOUVER VIA JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY 23rd inst., at Nine, will be landed at Consignees' risk and expense and delivery must then be taken from The Hongkong and Kowloon Wharf & Godown Co., Ltd.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 30th inst., at 5 P.M., will be subject to removal and landing charges.

All claims and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 2nd inst., at 10 A.M.

All Claims must be filed on or before 30th inst., otherwise they will not be recognised.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong 21st August, 1913. [926]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE"

Arrived Hongkong on 21st August, 1913. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are loaded.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT.

Superintendent.

Hongkong, 21st August, 1913. [1]

"SEIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"DEN OF CROMBIE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th Aug. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 27th Aug. at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 21st August, 1913. [49]

ENTERTAINMENTS

THEATRE ROYAL. GRAND CONCERT AND VARIETY ENTERTAINMENT

UNDER the Distinguished Patronage of HIS EXCELLENCY THE HON. MR. CLAUD SEVERN, THE OFFICER ADMINISTERING THE GOVERNMENT.

IN AID OF THE

DIOCESAN GIRLS' SCHOOL BUILDING FUND.

ON SATURDAY, 6TH SEPT., AT 9.15 P.M.

ASSISTED BY THE

2ND BN. D.C.L.I. STRINGED ORCHESTRA.

PRICES: \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

Late City to the Peak.

Hongkong, 21st August, 1913. [993]

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, ON WEDNESDAY AND THURSDAY, the 27th and 28th September, 1913, commencing at 10 A.M. each day, at H.M. NAVAL YARD, Hongkong and Kowloon Depot, 50 TON COAL LIGHTER and

OLD AND SURPLUS NAVAL STORES, Comprising:

Old and Surplus NAVAL STORES:—Engines, Fire Manual, Engines, Compound Horizontal, Engines, Inverted Vertical, Boilers with Mountings, Air Compressor, Lathes, Flag Sewing Machines, Fan Engines, Steam Hammer, Hollow Shafting, Cast-iron and Engine, Oil Engine, Propeller, Canvas Cuttings, Bunting, Canvas and Leather Hoses, Coir Cordage, Manila Hawser, Paperstuffs, Dining Table, Old India Rubber, Boots, Carpets, Rugs, Blankets, Chain Cable, Steel Wire Rope, Steel Tools, Electric Cable, Olive Oil, Old Iron and Steel, Old Metal, &c., &c.

Samples of Valuable Metals may be inspected at the Naval Ordnance Depot.

Old and Surplus VICTUALLING STORES:—Provisions, Seamen's Clothing, Blankets, Officers' Mess Trays (A quantity of Electroplated Articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.

TERMS OF SALE:—As detailed in the Catalogue.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty.

Hongkong, 20th August, 1913. [989]

PRELIMINARY ANNOUNCEMENT.

BY ORDER OF THE EXECUTORS

of the

Will of the Late MR. JOHN HUGHES LEWIS.

PUBLIC AUCTION.

MESSRS. N. MOALLE & COMPANY have received instructions to sell by PUBLIC AUCTION, on

MONDAY,

the 22nd day of September, 1913, at 12 o'clock noon, on the Premises,

The Following:—

VALUABLE LEASEHOLD PROPERTY, IN ONE LOT, Situate and being Portion of Lot No. 10 on the BRITISH CONCESSION, AMOY.

Particulars:—

All that Piece or Parcel of Ground being part of Lot No. 10 situate at Amoy in China within the British and American Concessions there and described on the Plan made by the Amoy Customs in 1834 as the Portion belonging to Messrs. BROWN & Co., which said Piece or Parcel of Ground is bounded on the North West side thereof by other Portion of the same Lot described on the said Plan as belonging to JARDINE, MATHESON & Co., and measuring thereon 130 feet or thereabouts on the South East side thereof on a Street described on the said Plan as Sui Hing Street and measuring thereon 297 feet and 10 inches or thereabouts on the North East side thereof on the native city of Amoy as described on the said Plan and measuring thereon 135 feet and 6 inches or thereabouts on the South West side thereof on the Bund and measuring thereon 108 feet and 6 inches or thereabouts on the East or Parcel of Ground being that Portion of the said Lot No. 10 purchased by FRANCIS CASS from Messrs. BROWN & Co., on or about the 24th of June, 1896, and transferred in the books of HER BRITANNIC MAJESTY'S CONSULATE at Amoy into the name of the said FRANCIS CASS on the said date, held for the residue of 100 years from 1st day of January, 1862, created by a Deed of Lease dated 3rd May, 1862, made between WILLIAM HENRY FREDERICK HER BRITANNIC MAJESTY'S Consul at Amoy, of the one part, and JOHN FORSTER & Co., of the other part.

Upon the said Piece or Parcel of Ground are erected two separate blocks of Offices together with two separate Godowns, and there is also an open space measuring 82 by 65 or thereabouts.

Proportion of Crown Rent \$50 per annum. Particulars and Conditions of Sale are in course of preparation and will shortly be obtainable from—

MESSRS. DOUGLAS LAPRAIK & Co., Hongkong and Amoy, and also from

MESSRS. DEACON, LOCKER, DEACON & HARTSON, 1, Des Vaux Road Central, Victoria, Hongkong.

Vendors' Solicitors, and also from

MESSRS. N. MOALLE & Co., The Auctioneers.

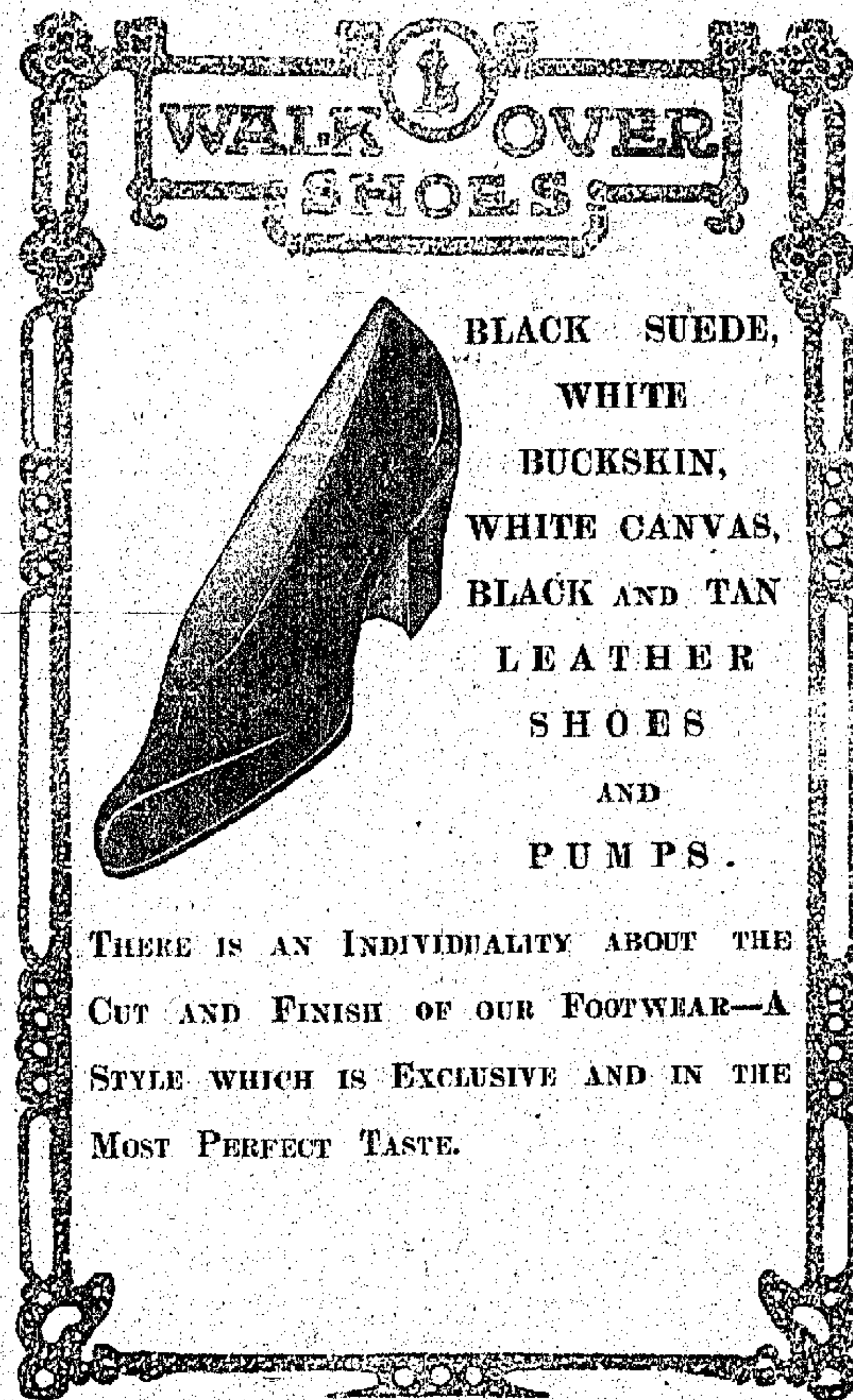
(Further Particulars will be duly announced.)

Hongkong, 20th August, 1913. [990]

INTIMATIONS

LANE, CRAWFORD & Co. LADIES' DEPARTMENT

TELEPHONE 97.



BLACK SUEDE, WHITE BUCKSKIN, WHITE CANVAS, BLACK AND TAN LEATHER SHOES AND PUMPS.

THERE IS AN INDIVIDUALITY ABOUT THE CUT AND FINISH OF OUR FOOTWEAR—A STYLE WHICH IS EXCLUSIVE AND IN THE MOST PERFECT TASTE.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON CO. SINCERE CO. KWONG HIP SHING. KWONG WAH. KWONG FOOK CHEONG. AND OTHER LEADING GROCERS.

SUN CO. CHEN KWONG. M. Y. SAN. M. ALLISON. SAN KWOK MAN.

ASK FOR OUR SPECIAL NOVELTIES: LEMON PUFF CREAM. CLOTTED CREAM. TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Bours, Milk, Nice, Osborne, etc., are also made by us and sold at prices which compare favourably with any other maker's.

REPRESENTATIVES FOR SOUTH CHINA: MACWEN, FRICKEL & Co., 1st May, 1913 HONGKONG AND CANTON. [392-2]

WANTED

WANTED. AN INFLUENTIAL COMPRADORE for a well-going concern. Good Security required.

Apply to—

Care of "Daily Press" Office.

Hongkong, 18th August, 1913. [983]

WANTED.

NURSE or NURSERY GOVERNESS to accompany family to Australia, remaining there about 18 months. Only Europeans need apply—

Care of "Daily Press" Office.

Hongkong, 18th August, 1913. [984]

WANTED.

IN A Foreign Commercial Firm at Canton, a CHINESE ASSISTANT. Security required.

Apply to—

Care of "Daily Press" Office.

Hongkong, 16th August, 1913. [976]

WANTED.

A JUNK YACHT or SIMILAR CRUISER about 45 feet long, with Good Accommodation, in Good Repair.

Apply—

MESS SECRETARY, H.M.S. Tamar.

Hongkong, 21st August, 1913. [991]

FOR SALE.

A GOOD RETAIL BUSINESS in HONGKONG. Owner retiring. Easy terms of purchase.

Apply in writing to—

GOLDING & RUSS, Solicitors, 6, Des Vaux Road.

Hongkong, 29th July, 1913. [918]

MESSAGE.

SKILFUL Safety in the General or Electric.

Miss MORITA, Care of NOMBURA HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1913, at the Rate of TWO POUNDS STERLING For Share of \$125 is Payable on and after MONDAY the 18th August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.

N. J. STABB, Chief Manager.

Hongkong, 16th August, 1913. [979]

THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.

THE THIRTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, St. George's Building, 6, Connaught Road, Victoria, on THURSDAY, the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th August, to THURSDAY, the 28th August, 1913, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 16th August, 1913. [980]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

A N INTERIM DIVIDEND of ONE DOLLAR (\$1) Per Share for the Six Months ending 30th June, 1913, will be Payable on TUESDAY, the 26th August, 1913, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 23rd August, to TUESDAY, the 26th August, 1913, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 20th August, 1913. [988]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTIERRES of HONGKONG, has been LOST. SHOULD the said SHARE CERTIFICATE not be produced on or before the 28th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be made out in the name of ADELINO OSCAR GUTIERRES.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents.

St. George's Building.

Hongkong, 13th August, 1913. [972]

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000). Paid-up Capital .. Fl. 17,407,000 (£1,450,588). Reserve Fund .. Fl. 6,518,000 (£543,169).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKER: THE WILLIAMS DEACONS BANK. SWISS BANKING.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central.

Hongkong, 13th August, 1913. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL .. £1,200,000. RESERVE FUND .. £1,700,000. RESERVE LIABILITY OF PROPRIETORS .. £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 14th April, 1913. [131]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital .. Yen 10,000,000. Capital Subscribed (paid up) .. Yen 6,250,000. Reserve Fund .. Yen 2,620,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Swatow, Tainan, Anping, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE, 8, Des Vaux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1913. [638]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 76, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS .. \$7,000,000. EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED, MAIL and TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. [220]

YOKOHAMA SPECIE BANK LIMITED.

Authorised Capital .. Yen 48,000,000. Paid-up Capital .. Yen 30,000,000. Reserve Fund .. Yen 18,200,000.

HEAD OFFICE: YOKOHAMA. Branches and Agencies at: Antung-Hsin, Liao-Yang, Ryojun, Calcutta, (Port Arthur), Bombay, London, San Francisco, Changchun, Los Angeles, Shanghai, Dairen (Dalny), Lyons, Tientsin, Fengtien (Mukden), Nagasaki, Tientsin, Hankow, Newchwang, Tokyo, Harbin, Yokohama, Osaka, Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISEI ONO, Manager.

Hongkong, 31st March, 1913. [464]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .. \$15,000,000. RESERVE FUNDS: Sterling .. \$21,500,000 at 2/- .. \$15,000,000. Silver .. \$17,450,000.

RESERVE LIABILITY OF PROPRIETORS \$15,000,000.

COUNT OF DIRECTORS: S. H. DODWELL, Esq., Chairman. Hon. Mr. D. LANDALE, Deputy Chairman. G. Friesland, Esq., J. A. Plummer, Esq., G. S. Gubbay, Esq., W. L. Pattenden, Esq., F. H. Holyon, Esq., H. A. Siebs, Esq., G. D. Laurence, Esq., Hon. Mr. E. Shellim, F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits.

For 3 months, 2½ per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

Hongkong, 16th August, 1913. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital .. £1,500,000. Subscribed .. 1,125,000. Paid-up .. 582,500. Reserve Fund .. 415,000.

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 14th July, 1913. [878]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF VEGETABLE SEEDS.

NOTES AND NEWS.

Mr. Chamberlain, who has entered upon his seventy-eighth year, is the sole survivor of those who were in Mr. Gladstone's 1880 Cabinet at its first formation. But before the Gladstone Administration came to an end in June, 1885, two others who still survive have entered the Cabinet. One of these was Sir George Trevelyan, who became Chancellor of the Duchy of Lancaster in 1884. The other was Lord Rosebery, who, after serving in several subordinate Ministerial positions, finally entered the Cabinet as First Commissioner of Works at the same time as Sir George Trevelyan.

There was an impressive break in the 'Varsity match at Lord's on July 8th. Just as the Oxford fielders were changing their positions between two overs a neighbouring clock struck the hour of noon. The flags on either side of the pavilion—Union Jack and that of the M.C.C.—slowly came down to half-mast; players and umpires stood motionless where they were, and removed their caps; every spectator around the ground rose, and every man bowed his head; and so, for the space of about a minute, cricket was at a standstill. It was the hour fixed for the memorial service for one of the greatest of cricketers and of "Old Blues," Alfred Lyttelton.

The Berlin Medical Association has reported that the well-known investigator of beri-beri, Dr. Max Moszkowski, shares the contention that beri-beri is an assimilation disease and that it is caused by the use of rice. Dr. Moszkowski carried out an experiment upon himself under the supervision of Professor Caspari, of the Berlin Physiological Institute, and for 138 days subsisted almost entirely upon rice. All the symptoms of beri-beri manifested themselves. At the close of the experiment an injection of serum containing an extract of rice resulted in complete recovery within a short period.

An interesting step has been taken by the Sydney City Council in the direction of providing golf for the people. New golf links recently laid out by the City Municipal Council at a beautiful suburban resort known as Moore Park were officially opened by the Lord Mayor of Sydney in the presence of a large number of golfers and the general public. The links are very fine, and are located in perfect golfing country. The Sydney Council is the first municipal body in Australia to provide golfing facilities for the general public, and in doing so has followed the excellent lead of the New South Wales Government, which recently laid out splendid golf links at Mount Kosciuszko for the benefit of tourists.

The public was surprised at the fervent declaration of religious belief with which Mr. Pierpont Morgan's will began. It almost appeared that he regarded his faith as a thing so real, not to say tangible, as to be transmissible by legal process. Certainly it was fundamental in his own nature, and as potent a force as any that shaped his actions. A former partner and most intimate friend, Mr. Robert Bacon, late Ambassador to France (who, by the way, has just passed through Hongkong), said of him: "He was a man of faith; not only religious faith, but faith in the universe, in humanity, in his country, in his associates, and in the highest standards of honour in both his public and private life."

Graphology, or the practice of deducing character from handwriting, has attained a greater vogue on the Continent than in England. In France it is studied with scientific zeal, and forms the subject of articles in grave periodicals. M. Louis Vauvanges has directed his graphological researches to the handwriting of famous musicians and has arrived at various conclusions, in the *Journal des Debats*. The principal characteristic of the musician is his impressionability. His handwriting is more agitated than that of other artists and writers. The tendency to enthusiasm is more evident. The imagination of the musician is large and beautiful. He possesses the critical sense, intuition combined with deduction, adaptability and energy, tenacious patience, and sweet, amiable, open manners.

It is expected that early next year travellers will be able to cross Central Africa from ocean to ocean, a distance of about 3,200 miles, without any difficulty whatever. The London correspondent of the *Scotsman* points out that from Dar-es-Salaam, on the east coast, the Germans have already completed a line to within 100 miles of Kigoma, on Lake Tanganyika, a point near Ujiji, where Stanley found Livingstone in 1871, while on the western side of the lake, Lukuga has been selected as the terminus of a series of railways which the Belgians are building so as to link up the navigable stretches of the Congo. Most of the work has, in fact, been done. The whole of the African Lakes region has important trading prospects, and it is believed that the new route will prove a great attraction for tourists.

M. Marc Langlais, a Parisian analyst, has been amusing himself by washing money in fixed quantities of sterilized water. He took, on an average, a cubic centimetre of the water used in each case, and he found that a bronze 10-centime piece left 760,000 bacteria, 3 per cent, of which was mouldiness. A silver two-franc piece left 160,000 mouldiness supplying 1 per cent. A gold twenty-franc piece yielded 220,000. The coin least tenacious of microbes was the nickel 25-centimes, which left behind it only 140,000 bacteria. Travellers will not be surprised to learn that all these figures are in insignificant because the results of washing a note. M. Langlais soaked an old fifty-franc note and found in the water upwards of three million microbes. Paper money on the Continent always gives a disagreeable impression of filthiness; the tips of our fingers told us true. The results of these experiments show very clearly the hygienic advantages of nickel money. Nickel coins are ugly, and may easily be confused with silver, but they seem slightly less deadly than coins of other metals.

SHIPPING IN PORT.

STEAMERS.

AKA, British str., 4,477, G. S. Thomson, 14th August—Nagasaki 10th August, General—Butterfield & Swire.
ATAKA MARU, Japanese str., 4,001, N. Noguchi, 14th August—Chinwantao 7th August, Coal—Order.
BONISO, German str., 1,244, Joh. Kohler, 18th August—Sandakan 14th August, Timber—Melchers & Co.
CHIEHLI, British str., 1,800, F. McGarity, 20th August—Swatow 18th August, Ballast—Butterfield & Swire.
CHOWTAL, German str., 1,115, Gathemann, 20th August—Bangkok 11th August, Rice—Butterfield & Swire.
DERWENT, British str., 1,500, Jenkins, 10th August—Sourabaya 6th August, Sugar—Chinese.
DILWALA, British str., 3,460, G. W. Ramage, n.n.n., 20th August—Singapore 16th August, General—David Sassoon & Co.
ELAK, British str., 2,885, Smart, 17th August—Hankow 9th August, Ballast—Asiatic Petroleum Co.
EMPEROR OF JAPAN, British str., 3,039, W. Dixon Hopcraft, 20th August—Vancouver 20th July, Mails and General—Canadian Pacific Railway Co.
GREGORY AKAH, British str., 2,961, J. E. Drake, 16th August—Singapore 19th August, General—David Sassoon & Co.
HAARE, German str., 786, K. Stabunon, 19th August—Newport 1st July, Coal—Order.
HANOSANO, British str., 1,350, S. Wilde, 20th August—Swatow 16th August, General—Jardine, Matheson & Co.
HUPPER, British str., 1,205, A. Tucker, 16th August—Amoy 13th August, Ballast—Butterfield & Swire.
KACHIDATE MARU, Japanese str., Murejuki, 18th August—Milke 13th August, Coal—Mitsui Bussan Kaisha.
KASHING, British str., 1,143, G. Byers, 20th August—Tientsin 10th August, Sugar—Butterfield & Swire.
KYONO MARU, Japanese str., 1,963, S. Moriaki, 16th August—Nevchwang, Coal—Mitsui Bussan Kaisha.
KWANLOK, Chinese str., 1,623, MacArthur, 20th August—Shanghai 17th August, General—Chinese.
KWEILIN, British str., 1,073, Milles, 14th August—Swatow 13th August, Ballast—Butterfield & Swire.
MIZUHO MARU, Japanese str., 1,903, Yamamoto, 18th August—Amoy 16th August, Ballast—Order.
MONGOLIA, American str., 8,700, Emery Rice, 18th August—Manila 14th August, General—Pacific Mail S.S. Co.
MONTAGLE, British str., 3,952, W. Davison, 19th August—Vancouver 23rd July, Flour and General—Canadian Pacific Railway Co.
NARRUNG, British str., 3,175, N. A. Starkey, 17th August—Mexico 18th July, Ballast—Chinese.
NINCHOW, British str., 5,836, F. W. Cullum, 19th August—Shanghai 16th August, General—Butterfield & Swire.
NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 15th August—San Francisco 10th July, General—Toyo Kisen Kaisha.
PHIEMPHEN, British str., 1,065, J. H. Scott, 10th August—Saigon 16th August, Rice and General—Chinese.
RAJABRI, German str., 1,189, O. Wolff, 13th August—Saigon 9th August, Rice—Butterfield & Swire.
RAJAH, German str., 1,276, C. Roselsky, 12th August—Sandakan 9th August, Timber—Melchers & Co.
RIOTUN MARU, Japanese str., 4,805, Y. Yamaguchi, 18th August—Sourabaya 7th August, Sugar—Order.
SHANSI, British str., 1,223, Simons, 18th August—Samarang 10th August, Sugar—Butterfield & Swire.
SHIMOSA, British str., 4,221, H. S. Best, 18th August—New York 27th June, General—Dodwell & Co.
SOLVET, Norwegian str., 2,389, O. S. Bøgh, 13th August—Java 2nd August, Sugar—Aagaard, Thoresen & Co.
TAMBA MARU, Japanese str., 6,134, J. Teranaka, 17th August—Seattle 14th August, Flour and General—Nippon Yusen Kaisha.
TORILIA, British str., 3,189, C. J. Swanson, 19th August—Moji 14th August, Coal and General—David Sassoon & Co.
TSINTAI, German str., 1,002, T. Bucking, 11th August—Bangkok 2nd August, Rice—Butterfield & Swire.
TUNGSHING, British str., 1,172, Hussey, 20th August—Bangkok 13th August, Rice—Jardine, Matheson & Co.
UNDAS, British str., 879, Arnold, 11th August—Amoy 9th August, Case Oil—Asiatic Petroleum Co.
UNKAI MARU, Japanese str., 2,275, Y. Tanaka, 19th August—Moji 13th August, Coal—Mitsui Bussan Kaisha.
YUENSIANG, British str., 1,128, E. W. Schenk, 18th August—Manila 14th August, Hemp—Jardine, Matheson & Co.

PASSED THE CANAL.

July 15th—Adonemus, Sumatra, Kiota, Wakasa Maru.
July 18th—Aki Maru, Austria.
July 20th—Benalder, Denzau, Lutzow, Vubia, Patroclus, Sambia, Atrous, Scharmbia.
August 1st—Armand Belie, Sado Maru, Scharnhorst.
August 5th—Jason, Alesia, Leomedon.
August 8th—Antenor, Kintuck, Nile, Stentor.
August 12th—Benary, Diomed, Indien, Koerber, Prinz Ludwig, Sunda, Annam, Tintin, Furst Bulow, Kish.
August 15th—Indrani, Kaga Maru, Onaka, P. E. Friedrich, Socotra, Tanga Maru, Telemachus, Wray Castle, Den of Glamis, Paul Leat.
August 19th—Machau.
ARRIVALS AT HOME.
August 19th—Antenor, Derfflinger, Koerber, Furst Bulow.

ON SALE.

THE DIRECTORY & CHRONICLE 1913.

FOR CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

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PLAN OF HONGKONG (SHANGHAI) with INDIA
SHOWING THE EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF HONGKONG
PLAN OF NEW TIENTSIN (KOWLOON)
PLAN OF KOWLOON
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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.
Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Weihaiwei.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darwall, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 i.h.p., Comdr. Hugh F. E. T. Williams, Weihaiwei.
Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Canton.
Fame, torpedo boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.
Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Shanghai.
Hampshire, 10,880 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley-Hill, Weihaiwei.
Kinshas, 616 tons, 1,200 i.h.p., Lieut. Comdr. H. Murray, Yangtze.
Merlin, torpedo boat, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. O. C. Pao, Singapore.
Minotaur, armoured cruiser (flagship), Vice-Admiral T. H. Jernam, C.B., 27,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. P. Bartlett, M.V.O., Weihaiwei.
Moonraker, river gunboat, 180 tons, 2 guns, 500 i.h.p., Lt. Comdr. Alan Dixon, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 i.h.p., Capt. E. A. Poynter, Shanghai.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, R.N., Yangtze.
Oiler, torpedo boat destroyer, 385 tons, 6 guns, 5,300 i.h.p., Lieut. Comdr. Wilkinson, Pakhoi.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. E. J. G. Mackintosh, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for submarines, 980 tons, 1,000 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. L. A. S. H. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.
Tamer, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 300 i.h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.
Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. H. E. N. Cottrell-Dormer, Hongkong.
Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.
Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. Boddam Whetham, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Weihaiwei.
Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,900 i.h.p., Lieut. Comdr. M. Neville, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. J. C. P. Borrett, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. M. B. R. Blackwood, Yangtze.
Woodruff, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.
Submarines—
C. 36 D. J. McGillicuddy, Lieut. Comdr.
C. 37 J. A. Gimes, Lieut. Comdr.
C. 38 B. K. C. Pope, Lieut. Comdr.
T. B. 035, Lieut. Comdr. Handley, Hongkong.
T. B. 036, Lieut. Comdr. Silbman, Hongkong.
T. B. 037, Lieut. Comdr. Nicol, West River.
T. B. 038, Lieut. Comdr. Seymour, West River.

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Hongkong, 5th April, 1913.

WEATHER REPORT.

On the 21st at noon.—The northern depression is now central over the Yellow Sea. Pressure has decreased slightly, over N. Luzon and along the coast of China to Amoy. No returns from Japan.
Shallow depressions lie over Annam and to the north-east of Luzon.
Fogging rainfall for 24 hours ending at 12 a.m. 24-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-day is as follows:
Districts Forecast
* Hongkong & Neighbourhood
Fermess Channel... The same as No. 1.
South coast of China between the same as Hongkong and Luzon... No. 1.
South coast of China between East winds, Hongkong and Hainan... moderate.
* Light or variable winds, fine.

CHINA COAST METEOROLOGICAL REGISTER.

21st August, 1913, a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vietnam	7 a.m.	29.75	67	—	SE	4	0
Namtu	6 a.m.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Yokohama	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Calcutta	—	—	—	—	—	—	—
Bombay	—	—	—	—	—	—	—
Colombo	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Yokohama	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Calcutta	—	—	—	—	—	—	—
Bombay	—	—	—	—	—	—	—
Colombo	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Yokohama	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Calcutta	—	—	—	—	—	—	—
Bombay	—	—	—	—	—	—	—
Colombo	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Yokohama	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Calcutta	—	—	—	—	—	—	—
Bombay	—	—	—	—	—	—	—
Colombo	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Yokohama	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—
Batavia	—	—	—	—	—	—	—

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AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "BLOEMFONTEIN"

On or about 22nd August.
For Freight and further information
apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 6th August, 1913. [949]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA"
Captain S. Barcham, carrying His
Majesty's Mail, will be despatched from
this port for BOMBAY, on SATURDAY,
the 30th August, 1913, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MAEDONIA,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, etc., will be conveyed via Bombay
in the s.s. "ARCADIA," due in London on
the 11th October, 1913.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th August, 1913. [1]

THE AMERICAN & MANCHURIAN
LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"KANSAS"
Captain R. Lindhult, will be despatched from
Hongkong on or about 2nd September for
BOSTON AND NEW YORK
(With liberty to call at the Malabar Coast).
For freight and further particulars, apply to—
THE BANK LINE, LTD.,
Agents,
Hongkong, 12th August, 1913. [935]

THE "KANSAS" is a new and powerful
steamer, carrying 1,000 tons, and is fitted
with the latest improvements, and is
despatched for the above ports, in
connection with the Co.'s s.s. "MAEDONIA,"
from Colombo, passengers' accommodation
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E. A. HEWETT,
Superintendent.
Hongkong, 18th August, 1913. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Port Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	PORT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NANKIN	Brit. str.	—	Owen Jones, R.N.E.	P. & O. S. N. Co.	About 3rd Sept.
HAVRE, BREMEN & HAMBURG, &c.	STESIA	Ger. str.	—	Christiansen	HAMBURG-AMERICA LINE	To-day.
HAVRE, BREMEN & HAMBURG, &c.	SUBVIA	Ger. str.	—	Krus	HAMBURG-AMERICA LINE	On 4th Sept.
HAVRE & HAMBURG, &c.	SELGAVIA	Ger. str.	—	Gleichenstein	HAMBURG-AMERICA LINE	On 13th Sept.
MARSEILLES & LONDON, &c.	CHIEF	Ger. str.	—	Neumann	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MUTSUKI MARU	Jap. str.	—	Soyada	MESSAGERIES MARITIMES	On 26th inst., at 1 P.M.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLERS	Ger. str.	—	Frederichs	NIPPON YUSEN KAISHA	On 27th inst., at D'light.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	CANADA MARU	Jap. str.	—	K. Hori	HAMBURG-AMERICA LINE	To-morrow, at 1 P.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMMA MARU	Jap. str.	—	Teranaka	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	SAKURA SHOSSEN KAISHA	About 24th inst.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	VORWARTS	Aut. str.	—	H. V. L. Holman	NIPPON YUSEN KAISHA	On 4th Sept., at 1 P.M.
GLASGOW & ANTWERP	ALPACA	Brit. str.	—	E. Linklater	SANDER, WILSON & Co.	About 2nd Sept.
BOSTON & NEW YORK	KANSAS	Brit. str.	—	W. Dixon Hopcraft	SANDER, WILSON & Co.	On 15th Sept., at 4 P.M.
YANCOOVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	Roldo	THE BANK LINE, LIMITED	About 2nd Sept.
VANCOOVER, SEATTLE & TACOMA & P.L.A.N.D. (Or.)	UCKERMARK	Ger. str.	—	W. Davison	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon.
VANCOOVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. G. Stevens	HAMBURG-AMERICA LINE	On 28th inst.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Aut. str.	—	E. Finlayson	CANADIAN PACIFIC R. Co.	On 30th inst., at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	M. Takeda	PACIFIC MAIL S.S. Co.	On 13th Sept., at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	PERSIA	Aut. str.	—	H. Bremer	BUITENFELD & SWIRE	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	G. N. Ramagoo, R.N.E.	BUITENFELD & SWIRE	On 24th inst., at D'light.
AUSTRALIAN PORTS via MANILA	NIRKO MARU	Jap. str.	—	Clidley	SANDER, WILSON & Co.	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINCE VALDEMAR	Ger. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	ST. LEU	Brit. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 23rd inst.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	BULO MARU	Jap. str.	—	M. Winckler	OSAKA SHOSSEN KAISHA	On 26th inst., at 11 A.M.
YOKOHAMA, KOBE & MOJI	TEIJIAPAR	Jap. str.	—	T. Yamaguchi	OSAKA SHOSSEN KAISHA	On 27th inst., at D'light.
YOKOHAMA, KOBE & SHANGHAI	DIWARA	Brit. str.	—	G. Hooker	P. & O. S. N. Co.	To-day, at 3 P.M.
YOKOHAMA, KOBE & MOJI	AUSTRIA	Aut. str.	—	L. Jones	BUITENFELD & SWIRE	To-morrow, at M'night.
YOKOHAMA, KOBE & MOJI	FOOTALA	Brit. str.	—	Spencer White	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at D'light.
KOBE & YOKOHAMA	HIKANO MARU	Jap. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 7 A.M.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	J. Meathall	BUITENFELD & SWIRE	On 28th inst., at 4 P.M.
MOJI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Roldo	HAMBURG-AMERICA LINE	On 28th inst.
WENSHAIWEI & TIENTSIN	SAIGON MARU	Jap. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	Y. Yamamoto	SANDER, WILSON & Co.	On 7th Sept.
SHANGHAI	HANGSANG	Brit. str.	—	S. Tokushige	OSAKA SHOSSEN KAISHA	About 29th Sept.
SHANGHAI, KOBE & YOKOHAMA	MAELLAN	Franch. str.	—	J. S. Roscoe	DOUGLAS, LAPELLE & Co.	On 27th inst., at 2 P.M.
SHANGHAI, KOBE & MOJI	POOKSANG	Brit. str.	—	J. W. Evans	DOUGLAS, LAPELLE & Co.	On 24th inst., at 11 A.M.
SHANGHAI	LUCHOW	Brit. str.	—	W. C. Passmore	DOUGLAS, LAPELLE & Co.	On 25th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	UCKERMARK	Ger. str.	—	A. B. Hodgins	DOUGLAS, LAPELLE & Co.	On 24th inst., at 11 A.M.
SHANGHAI	DIVANHA	Brit. str.	—	E. Schenk	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 P.M.
SHANGHAI	AFRICA	Aut. str.	—	P. S. McMurray	BUITENFELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 31st inst., at 4 P.M.
SHANGHAI	YEDDO	Swed. str.	—	T. Yamamoto	OSAKA SHOSSEN KAISHA	Quick despatch.
FOOCHOW via SWATOW & AMOY	KAIGO MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSSEN KAISHA	On 1st Sept.
SWATOW, AMOY & FOOCHOW	DAIGI MARU	Jap. str.	—	C. J. Swanson, R.N.E.	JARDINE, MATHESON & Co., Ltd.	On 4th Sept., at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAIRAN	Brit. str.	—	M. Deguchi	NIPPON YUSEN KAISHA	To-morrow.
SWATOW, AMOY & FOOCHOW	HAIRAN	Brit. str.	—	J. Koehler	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAIRAN	Brit. str.	—		MELCHERS & Co.	End of Aug.
MANILA	YUENSANG	Brit. str.	—		BUITENFELD & SWIRE	To-day, at 10 A.M.
MANILA, MANGARIN, CEBU & ILOILO	ZABRO	Aut. str.	—			
MANILA, CEBU & ILOILO	TRAN	Brit. str.	—			
MANILA	LOONGSANG	Brit. str.	—			
MANILA, MANGARIN, CEBU & ILOILO	BUDI	Aut. str.	—			
BATAVIA, CHEROON, SAMARANG &c.	TAPAS	Jap. str.	—			
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—			
BOMBAY via SINGAPORE, PENANG & CALCUTTA	LUZO MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA	LOVAT	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	TORILLA	Brit. str.	—			
SINGAPORE, PENANG, RANGOON & CALCUTTA	KLIN MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA	SUBANG	Brit. str.	—			
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—			
SAIGON	YUNNAN	Brit. str.	—			

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Arrive	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong	Arrive	Arrive	Arrive
EMPEROR OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	23 Sept.	2 Oct.		Leaves	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.			
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.		Leaves	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.			
EMPEROR OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.		Leaves	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.			
EMPEROR OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	25 Oct.	30 Oct.		Leaves	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.			
EMPEROR OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.		Leaves	1 Oct.	17 Oct.	20 Oct.	22 Oct.	25 Oct.	28 Oct.			
EMPEROR OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.		Leaves	8 Oct.	19 Oct.	20 Oct.	22 Oct.	24 Oct.	27 Oct.			

PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	Car Berth across	Canada \$8 additional
EMPEROR OF RUSSIA	£71.10	£71.10	
EMPEROR OF ASIA	£65	£65	
EMPEROR OF INDIA	£43	£43	
EMPEROR OF JAPAN			
MONTEAGLE			

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LOVAT"	Saturday, 23rd Aug., 2 P.M.
MANILA	"YUENSANG"	Saturday, 23rd Aug., 2 P.M.
SHANGHAI	"HANGSANG"	Sunday, 24th Aug., D'light.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 28th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Friday, 29th Aug., 2 P.M.
MANILA	"LOONGSANG"	Saturday, 30th Aug., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTANG," "YUENSANG" and "FOOKSANG" leave every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAIRANG," "KUTANG," "LOVAT," "YUENSANG" and "SUISANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yoko, Chaofo, T'ain, Dalu, W'wei, T'ain & N'ehwang.
Telephone No. 215, Sub. Exch. 4.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, YEDDO	"YEDDO"	7,200	On 7th Sept.
Kobe and MOJI	"PEKING"	6,200	About 30th Sept.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, Top Floor.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG	From COLOMBO
26th August	15th Sept.

Connecting with "TYMERIC"

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 24th August, at 11 p.m.

WESTWARD.

S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, will be despatched as above on 23rd August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 22nd August, 1913.

"THE BIG 4"

PACIFIC MAIL S.S. CO.

STEAMERS	TONS	COMFORT.	FROM HONGKONG calling at
MONGOLIA	27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws.		Kobe (via Inland Sea),
KOREA	18,000 tons, twin screws.		YOKOHAMA and HONO.
SIBERIA	18,000 tons, twin screws.		LULU (the Paradise of the
NILE	11,000 tons.		Pacific) through Service via
CHINA	10,200 tons.		NEW YORK to Europe
PERIA	9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109), and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	TONS	Starting
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 5 P.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Korea and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
13th Sept. ... PERIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERIA	4th Sept.
23rd Oct. ... NILE	30th Oct.	10th Sept. ... KOREA	12th Sept.
25th Nov. ... PERIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.
30th Dec. ... CHINA	1st Jan.	2nd Oct. ... CHINA	4th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. O. MORTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL.

SHANGHAI, KOBE AND YOKOHAMA ... On 25th Aug., at 7 A.M.
YOKOHAMA ... Capt. Rat ...
MARSEILLES VIA PORTS ... On 26th Aug., at 1 P.M.
MARSEILLES ... Capt. Eschenauer ...

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
S. C. DE BUSSIERE, Acting Agent,
QUEEN'S BUILDING

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 22 AUGUST, 1913.

8 a.m. HONAM. 10 p.m. FATSHAN. 8 a.m. HEUNGSHAN. 10 p.m. KINSHAN. 8 a.m. HONAM. 5 p.m. FATSHAN.

SATURDAY, 23 AUGUST, 1913.

8 a.m. HEUNGSHAN. 10 p.m. KINSHAN. 8 a.m. HONAM. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 24 AUGUST, 1913.

The Company's Steamship "SUI AN" will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANING, 580 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.



Under Mail Contract with the Austrian Government, MONTHLY FAST SERVICE TO TRIESTE (VENICE), VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID. S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M. Superior accommodation for 1st and 2nd Class passengers, no extra charge, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class. MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUZ and PORT SAID. S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.16, III £4.17. BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bern, Basel, Calais or Boulogne, Class I £8.15, II £6.16, III £4.17.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9, III £4.9. BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £7.19, II £5.16, III £3.17.

TO SHANGHAI. S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 A.M. FARES: Hongkong-Shanghai, £25 1st, £22 2nd, £12 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA. S.S. "AUSTRIA," 14,000 tons, will leave as above about 30th August.

Cargo takes at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America. SANDER, WIELER & Co., Agents, Hongkong, 18th August, 1913. Prince's Building. 152

SAN FRANCISCO SCENIC ROUTE

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including: Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Base Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Paatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 926.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGA-	MIYAZAKI MARU	16,000	WED'DAY, 27th Aug., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	WED'DAY, 10th Sept., at D'light.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 16th Aug., at 4 P.M.
SEBNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU	12,500	TUESDAY, 9th Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	NIKKO MARU	9,600	WED'DAY, 27th Aug., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	KUMANO MARU	9,300	WED'DAY, 24th Sept., at Noon.
KOBE and YOKOHAMA	KIRIN MARU	6,000	SATURDAY, 23rd August.
SHANGHAI, KOBE and YOKOHAMA	BOMBAY MARU	6,000	MONDAY, 1st September.
NAGASAKI, KOBE & YOKOHAMA	HIRANO MARU	16,000	THURSDAY 23th Aug., at 11 A.M.
KOBE	KUMANO MARU	9,600	TUESDAY, 26th Aug., at 11 A.M.
	KAMAKURA MARU	12,500	FRIDAY, 29th August.

REDUCED SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.

[11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MAIWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 23	Nov. 29
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£65.	£45.	£24.	£24.	£49.
MARSEILLES	£61.	£41.	£20.	£20.	£45.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	Nov. 5	Nov. 15
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON: 1st Saloon £50 Single, £75 Return. 2nd Saloon £35 Single, £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (NORE AND YOKOHAMA)	Capt. D. Asbury	3 P.M. 22nd Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 28th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCAIDA Capt. S. Barham	Noon, 30th Aug.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NANKIN Capt. Owen Jones, R.N.R.	About 3rd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SAIGON	"YUNNAN"	On 22nd Aug. 10 A.M.
SHANGHAI	"CHENAN"	On 23rd Aug. 11 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 26th Aug. 4 P.M.
SHANGHAI	"LUCHOW"	On 28th Aug. 4 P.M.
WUHAIR and TIENSIN	"HUICHOW"	On 31st Aug. 11 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$5.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd August, 1913.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rosh	FRIDAY, 22nd Aug. at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 26th Aug. at 11 A.M.
"HAICHANG"	Capt. A. E. Hodgins	FRIDAY, 29th Aug. at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 24th Aug. at 11 A.M.
		WEDNESDAY, 27th Aug. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

During the Month of August FIRST CLASS RETURN FARES to

FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd August, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th August	On 19th Sept. 11 A.M.
EASTERN	20th September	On 31st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. UCKERMAR	28th Aug.
S.S. SENEGAMBIA	29th Aug.
S.S. LIBERIA	11th Sept.
S.S. ALBENGA	20th Sept.
S.S. SUEDEMARK	20th Sept.
S.S. ARABIA	6th Oct.
S.S. SEGOVIA	20th Oct.
S.S. ALTMAR	5th Nov.

For Further Particulars, apply to—

HOMeward.

FOR HAVRE, BREMEN and HAMBURG:

S.S. SILESIA	22nd Aug.
S.S. SAXONIA	24th Aug.
FOR VANCOUVER, SEATTLE and/or Tacoma & PORTLAND (Or).	
S.S. UCKERMAR	27th Aug.
FOR HAVRE, LONDON and HAMBURG.	
S.S. SUEVIA	4th Sept.
FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP.	
S.S. O.J.D. ARLERS	7th Sept.
FOR HAVRE & HAMBURG.	
S.S. BELGRAVIA	13th Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st August, 1913.

TOYO KISEN KAISHA.



IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MOJIMOTO, AGENT,
King's Building (Opposite Blako Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug. at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept. at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept. at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct. at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct. at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct. at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	H. Yamamoto	THURSDAY, 4th Sept. 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept. 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 25th Oct. 4 P.M.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug. P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept. P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct. P.M.

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 27th Aug. at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	T. Tachibana	SUNDAY, 24th Aug. at Noon.
"SHOSHU MARU"	T. Fuchigami	SUNDAY, 31st Aug. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tachibana	

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tachibana	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sze-yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor, No. 1, Queen's Building.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMoray	Manila, Mangarin, Cebu and Iloilo	On 25th Aug. 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 4th Sept. 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 18th August, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half of August.	JAVA	Second half of August.
TJITAROEM	JAVA	First half of September.	JAVA	First half of September.
TJILITWONG	JAVA	First half of September.	SHANGHAI	First half of September.
TJILATJAP	JAVA	First half of September.	JAPAN	First half of September.
TJIMAHU	JAPAN	Second half of September.	JAVA	Second half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJIKINI				First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 18th August, 1913.

Telephone No. 375.

16

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"		25th August.
"TAIYUAN"	17th September.	24th September.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 15th August, 1913.

TELEPHONE No. 36.

AGENTS.

1967

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,000	Saturday, 6th Sept. at 9 A.M.

JESSELTON, KUDAT and "BORNEO" Capt. J. KOBLE, 5,000 } About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

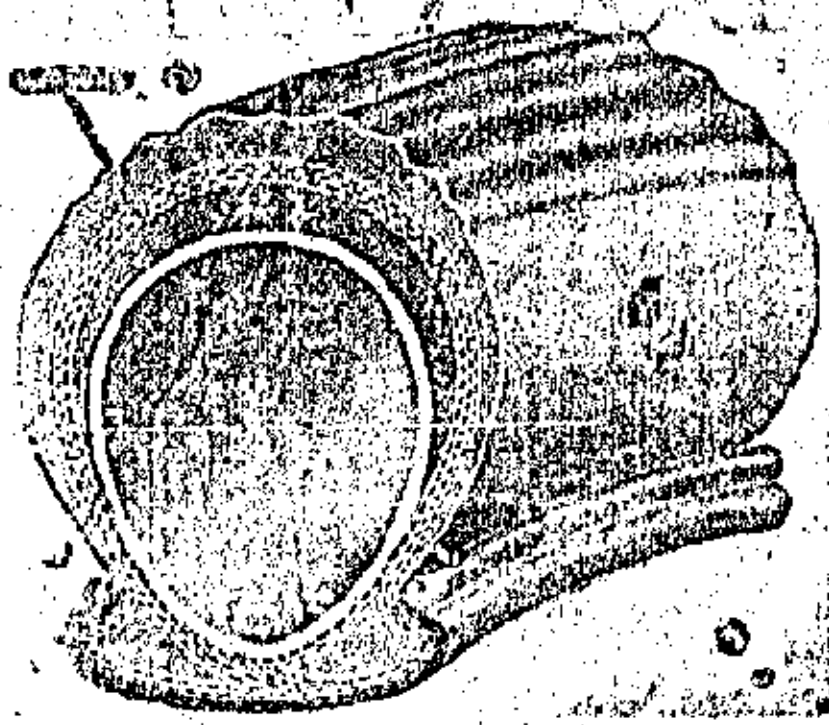
MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th August, 1913.

4

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PNEUMATIC

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Representative for China:

HUGO C. A. FROMM.

Hongkong, 18th August, 1913.

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Hongkong, 18th August, 1913.

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HUGO C. A. FROMM,

GENERAL AGENT.

Hongkong, 18th August, 1913.

NOTICE POST OFFICE

The *Luchan*, with the Mail from London (via Siberia) of Wednesday and Saturday, the 30th July and 2nd inst., is due to arrive here on Sunday, the 24th inst.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hollan	Friday, 22nd, 10.00 A.M.
Philippine Islands	Vols of Orsky	Friday, 22nd, 11.00 A.M.
Macao	Sui Tai	Friday, 22nd, 1.15 P.M.
Shanghai, North China, and Japan via Moji	Nore	Friday, 22nd, 2.00 P.M.
Chefoo, Newchwang and Dairen	Eiger	Friday, 22nd, 5.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma	Canada Maru	Saturday, 23rd, 11.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO (EUROPE via SIBERIA)	Hongkong	Saturday, 23rd, 10.00 A.M.
Philippine Islands	Yuenan	Saturday, 23rd, 1.00 P.M.
Straits and India via Calcutta	Louie	Saturday, 23rd, 1.00 P.M.
Macao	Sui Tai	Saturday, 23rd, 1.15 P.M.
Japan via Nagasaki	Den of Crombie	Saturday, 23rd, 2.00 P.M.
Straits and India via Calcutta	Torita	Saturday, 23rd, 2.00 P.M.
Shanghai and North China	Chunon	Saturday, 23rd, 5.00 P.M.
Japan via Yokohama	Huagang	Saturday, 23rd, 5.00 P.M.
Swatow	Duwan	Saturday, 23rd, 5.00 P.M.
Philippine Islands	Zofiro	Sunday, 24th, 3.00 P.M.
Swatow, Amoy and Foochow	Luiching	Tuesday, 26th, 10.00 A.M.
Japan via Nagasaki	Kumano Maru	Tuesday, 26th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	Nippon Maru	Tuesday, 26th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, BOYR and EUROPE via MARSEILLES (Late Letters 11 to Noon Extra postage 10 cents)	Uchi	Tuesday, 26th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Changsha	Tuesday, 26th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle Wash	Tamba Maru	Tuesday, 26th, 3.00 P.M.
Philippine Islands	Tanaka	Tuesday, 26th, 3.00 P.M.
Straits and Ceylon	Nippon Maru	Tuesday, 26th, 5.00 P.M.
Swatow	Haiman	Wednesday, 27th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	Nikko Maru	Wednesday, 27th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Japan	Wednesday, 27th, 10.00 A.M.
Shanghai, North China, Japan via Kobe	Fookang	Thursday, 28th, 11.00 A.M.
Swatow, Amoy and Foochow	Luchow	Thursday, 28th, 3.00 P.M.
Straits and India via Calcutta	Hayang	Friday, 29th, 10.00 A.M.
	Suncang	Friday, 29th, 1.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS

ON	August 21st
London	1/11 1/2
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
Paris	251
Bank Bills, on demand	251
Credits, at 4 months' sight	251
Germany	203
On demand	203
Bank Bills, on demand	483
Credits, at 60 days' sight	483
Bombay	149
Telegraphic Transfer	149
Bank, on demand	149
Calcutta	149
Telegraphic Transfer	149
Bank, on demand	149
Shanghai	731
Bank, at sight	731
Private, 30 days' sight	731
Yokohama	97
On demand	97
Manila	97
On demand	97
Singapore	65
On demand	65
Batavia	120
On demand	120
Haiphong	13 1/2
On demand	13 1/2
Saigon	1
On demand	1
Bangkok	77 1/2
On demand	77 1/2
Sovereigns, Bank's Buying Rate	\$10.00
Gold Leaf, 100 fine, per tael	\$2.60
Bar Silver, per oz.	\$2.75

SUBSIDIARY COINS

Chinese	per cent.
Chinese	20 cents pieces
Hongkong	10
Hongkong	10
Hongkong	10

MAILS VIA SIBERIA

London	Due
August 2nd	August 18th
August 8th	August 23rd

SHARE LIST—QUOTATIONS.

Hongkong 21st August, 1913.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASH	RETURN ON BASIS OF LAST DIV'D.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$767 1/2, x.d. buy.	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$10, buy. [div.]	5 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4	
China Provident, Loan & Mortgage Co., Ltd.	2,000,000	\$10	all	\$8 1/2, sellers	7 1/2 p.c.
Canton Mills—					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 127 1/2, buy.	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2, buyers	5 p.c.
DOCKS AND WHARVES—					
H'kong & Kowloon Wharf & G. Co., Ltd.	10,000	\$50	all	\$55, buyers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$7 1/2, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$5	all	\$2 1/2, sellers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 63	
Shanghai and Hongkong Wharf Co., Ltd.	30,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	\$10	all	\$10 1/2	
Hongkong Electric Co., Limited	12,000	\$10	all	\$12 1/2, buyers	4 p.c.
Hongkong Hotel Company, Limited	5,000	\$50	all	\$125, buyers	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	\$178, x. div. sel.	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, sellers	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$10 1/2, buyers	
H'kong & South China Steamship Co., Ltd.	15,000	\$10	all	\$10 1/2, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/2	all	6 1/2, sales	
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$310, sales	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$147 1/2, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$357, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$100	\$786	5 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$20	\$190, @ Ex 73	
LANDS AND BUILDINGS—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$115 1/2, sales	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Huapoh's Estate and Finance Co., Ltd.	150,000	\$10	all	\$9 10, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 83	
West Point Building Co., Limited	15,500	\$50	all	\$72, sellers	5 1/2 p.c.
Manchukuo Exploitation Co., Ltd.	25,000	Gds. 10	all	Tls. 23 1/2, sales	
MINING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$30, buyers	
Heavwood Tin and Rubber Estate, Ltd.	822,000	2 1/2	all	3/6	
Kiuh Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, sellers	
Troona Mines, Limited	160,000	\$1	all	\$60, buyers	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$9 1/2	
Pulgas et Papeteries de Pontu Societe des	13,200	\$10	all	\$9	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$99	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10	5 p.c.
Louisa Steamship Co., Limited	20,000	\$50	all	\$33	7 1/2 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$23	
Indo-China Steam Navigation Co., Ltd.	60,000 pref. } 45 all } \$75, L'don } 5 p.c.				
Shell Transport & Trading Co., Ltd.	2,500,000 def. }				
Star Ferry Company, Limited	30,000	\$10	all	\$10 1/2, sales	6 p.c.
South China Shipping Post, Limited	6,000	\$25	all	\$55 1/2, buyers	3 1/2 p.c.
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2, sellers	
STORES AND DISPENSARIES—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$11, sellers	4 p.c.
Watson & Co., A. S. Limited	30,000	\$10	all	\$7 1/2	
Weissmann, Limited	3,000	\$10	all	\$31, buyers	
Union Waterworks Co., Limited	50,000	\$10	all	\$17, buyers	5 1/2 p.c.
Para Rubber in London					3 1/2 p.c. per lb.

FORTHCOMING EVENTS.

Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SMYTH, Share Brokers.				
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Messrs. KELLY & WALSH, Ltd.				
Messrs. BAKER & CO.				
Canton: Messrs. A. R. WATSON & CO.				
Thursday, 28th August—				
11.30 a.m.—The China and Manila Steamship Co., Ltd. Meeting of Shareholders				
Tuesday, 2nd September—				
11 a.m.—Auction of H.M.S. <i>Alacrity</i> on board at H.M. Naval Yard.				
11 a.m.—Auction of H.M.S. <i>Handy</i> and H.M.S. <i>Janes</i> on board at H.M. Dockyard				
Wednesday and Thursday, 3rd and 4th Sept.—				
10 a.m.—Old and Surplus Naval and Victualing Stores at H.M. Naval Yard by Messrs. Hughes & Hough.				
Saturday, 6th Sept.—				
9.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.				

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IN
25S and 50S
AIR-TIGHT TINS
HAS
JUST
ARRIVED.

PETER, NESTLE AND KOHLER CHOCOLATES.

PRIZE COMPETITION No. 6. (August).

This month we are again offering PRIZES for "COUPLETS," or two lined rhymes. Each "Couplet" must contain one or other of the following names:—
PETER, NESTLE OR KOHLER.
The name selected may be placed anywhere in the "Couplet," as long as the rhythm is preserved.
For your guidance we give you a few examples—
First invented, stood Time's test,
Therefore PETER'S is the best.
NESTLE'S is a Chocolate, of credit and renown,
That's why there's such a lot of it, sold in every town.
Sing a Song of Chocolates, good as food can be,
PETER'S, NESTLE'S, KOHLER'S, the appetising three.
CONDITIONS.
Every three "COUPLETS" to be accompanied by a PETER'S, NESTLE'S or KOHLER'S Wrapper. For each wrapper you may send more than one "Couplet."
"Couplets" may be sent in under a name of place, which, if a winner, will be published in the Local Press. Your name will be treated confidentially by us.
The First Prize will be one of our WRIST WATCHES, and will be given for what we consider the best "Couplet."
Consolation Prizes consisting of Chocolate will also be given.
Judges being the Directors of the firm, we reserve the right to make future use of the "Couplets" without compensating the authors.
For particulars to Messrs. PETER, NESTLE & KOHLER, P.O. Box No. 351 Hongkong, not later than 31st August, 1913.

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